

**Okaloosa-Walton
Transportation Planning
Organization**
OWTPO

**CONGESTION MANAGEMENT
PROCESS PLAN**



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Introduction

The transportation planning process shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system. This report documents levels of traffic congestion in the Okaloosa-Walton Urbanized Area. The report concludes with an analysis of selected congested segments, and a comprehensive set of strategies to relieve that congestion. This report will serve as the Congestion Management Process (CMP) report for the Okaloosa-Walton Transportation Planning Organization (TPO). The purpose of the CMP is to rate the performance of transportation facilities (roadways, bike lanes, sidewalks and transit services) and to suggest low-cost, short-term strategies to alleviate congestion.

Level of service standards and easy to use measurement techniques are essential for transportation planning. Presented in this report are the levels of service standards for Okaloosa County and Walton County (based on State standards) as well as level of service analyses on state and county roadways using widely accepted techniques. This analysis is based on the standards and measurement techniques presented in the Florida Department of Transportation 2009 Quality/Level of Service Handbook, which is used throughout Florida. Traffic counts collected by the Florida Department of Transportation (FDOT), statewide level of service standards and the state's generalized level of service tables, commonly referred to as the "generalized tables" have been utilized in this analysis.

While the CMP is updated annually, the benefits of many identified congestion mitigation strategies will not necessarily be identified in the subsequent year's plan. However, the projects identified are monitored and tracked. In order to further integrate the CMP into the established planning process, projects identified through the CMP Identification and Evaluation process receive recognition in the Traffic Operations Project Priority Criteria in the Transportation Improvement Program (TIP). For example, if a traffic operations candidate project was identified through the CMP process, it would be given additional points when ranked in the TPO's Project Priorities. The CMP project priorities should also be given consideration in the development of Major Project Priorities when the Long Range Plan is updated.

After each segment is discussed and studied by the CMP Review Team, staff will present the recommendations to the TPO. Staff will also provide reports to FDOT and local government staff regarding CMP Review Team recommendations. In order to ensure that recommendations are considered to the highest degree possible, staff will monitor and follow up on requests made through the CMP process by frequent consultation with FDOT and local government staff.

The CMP relies upon technical criteria to determine the order in which deficient segments will be studied. Several areas are considered in the technical criteria, such as whether or not any major improvements are planned for the segment. The intent of the criteria is to rank the systems in an order that will allow staff and the CMP Review Team to focus their attention on the segments most in need of analysis. However, an important caveat must be noted: *a segment can be ranked number 1, but if that segment is subject to review by a Corridor Management Plan the CMP may skip it and go to the next ranked segment.*

CMP Area of Application

The Okaloosa-Walton Urbanized Area is located in Northwest Florida. The Okaloosa-Walton CMP Plan is developed for and implemented within portions of extreme southern Walton County, southern sections of Okaloosa County including Destin, Fort Walton Beach, Niceville, and central Okaloosa County in the vicinity of Crestview.

The southern study area boundary is formed by the Gulf of Mexico. The northern border, including the small boundary encompassing the City of Crestview, is determined jointly by the TPO and FDOT after review of census population data.

Significant geographic features include the Choctawhatchee River, Choctawhatchee Bay, Santa Rosa Sound and numerous smaller creeks and bayous. A major land use feature in this region is Eglin Air Force Base, including Hurlburt Field. Large portions of land in the Okaloosa-Walton Urbanized Area are devoted to military activity. The location of these military installations has had a significant impact on the development of the region and continues to significantly impact the transportation system not only in southern portions of the study area, but also in central Okaloosa County.

System Definition (Modes and Network)

The Okaloosa-Walton Urbanized Area includes an integrated system of limited access highways, a toll bridge, and multimodal and intermodal facilities. Regional roadway corridors serving the Fort Walton Beach Urbanized Area include, Interstate 10, US98, US90, SR85 and SR20. Other urban arterials include US 331, SR 89 (Beal Parkway/Lewis Turner Boulevard), SR123, and SR397 (John Sims Parkway). The SR85 corridor, including the SR123 cut-off, is the only major corridor linking Crestview with the southern urbanized sections of the TPO area.

Bridges

Major bridge facilities include the US331 Bridge over the Intercoastal Waterway at Freeport, the SR293 Mid-Bay Bridge, a toll bridge connecting areas east of Destin with Niceville, the US98 East Pass Bridge connecting Okaloosa Island with Destin, and the US98 Brooks Bridge connecting Fort Walton Beach with Okaloosa Island. Other, smaller bridges, including the SR85 Garnier and Cinco Bayou bridges, also exist within the urbanized area.

Modal Connections

The Okaloosa County Air Terminal, the Destin/ Fort Walton Beach Airport, the DeFuniak Springs Airport, the Bob Sikes Airport, and Greyhound Bus Service in Fort Walton Beach and Crestview provide multimodal and intermodal connections.

Commission for Transportation Disadvantaged

The Okaloosa Board of County Commission (BOCC) serves as the Community Transportation Coordinator (CTC) for Okaloosa County. The Commission for Transportation Disadvantaged appointed the Okaloosa BOCC as Okaloosa County CTC effective January 1, 2003 and has approved a new five year Memorandum of Agreement effective September 1, 2007. The CTC has retained Okaloosa County Transit to administer the program. The BOCC is also the transit

agency and retains Okaloosa County Transit as the operator of the transit system. In 2009 the CTC provided 130,774 trips, a slight increase from the 129,611 trips provided in 2008.

Tri-County Community Council has been providing transportation services in Walton County since 1983 and was designated as the Community Transportation Coordinator in 1990. In 2009 Tri-County Community Council completed 78,211 trips, a decrease from the 84,309 trips provided in 2008. Service is available by advanced registration 24 hours a day, 7 days a week. Service is available to clients of sponsoring agencies and non-sponsored transportation disadvantaged clients.

Okaloosa County Transit Services

In June 2000, Okaloosa Coordinated Transportation began offering fixed route bus service, called the WAVE, on two routes in Fort Walton Beach and one route in Crestview. The fare is \$1.00 per ride, but seniors and the handicapped can ride for 25 cents. Transfers are 25 cents and are valid for one trip. In May 2001, a seasonal shuttle launched, which transported riders around Okaloosa Island and Destin. In 2004, this service went to year-round status. Presently the WAVE operates four fixed routes in Fort Walton Beach, two in Crestview, one Express route with limited stops connecting Fort Walton Beach and Crestview and four routes that service the Okaloosa Island, Destin area, and South Walton County. All WAVE routes operate year round.

Commuter Assistance Program

The West Florida Commuter Assistance Program, Ride On, is funded by the Florida Department of Transportation and staffed by the West Florida Regional Planning Council. Ride On offers employer-based programs to assist in reducing single occupant vehicle travel to work sites. The Commuter Assistance Program matches commuters on a computer database with mapping capabilities to assist in forming carpools and vanpools. In the past, Ride On Staff has worked with Eglin Air Force Base and helped establish their vanpool program, four vans commute to Eglin Air Force Base. At the Crestview Industrial Park, L-3 Communications surveyed their employees concerning the program. 149 commuters registered and 7 test vanpools were organized. L-3 employees commute 160 miles round trip. NEW Communications established an In-House Ride-On Program. Their Corporate Office sent an e-mail endorsing the carpool program and authorized changing shift times to accommodate employees wanting to carpool. Ride On Staff met with the City Manager of Crestview, Florida to design a draft transportation survey. The survey was approved and sent to all citizens of Crestview via their water bills for their response to transportation needs in the community.

Bicycle and Pedestrian Access

Since the CMP is a mobility management plan, it also considers bicycle and pedestrian facilities. The TPO's Bicycle and Pedestrian Plan, which shows the location of existing and needed bicycle and pedestrian features, will serve as basis for this analysis.

MEASURES OF CONGESTION & ROADWAY PERFORMANCE

There are numerous ways to measure congestion. Examples include roadway and transit level of service (LOS), crash rates, transit headways, vehicle miles traveled, vehicle hours traveled and travel delay. Some of these measures require intricate data collection efforts, model simulations, or off-line calculations to develop accurate measurements.

For this CMP, FDOT's Level of Service Categories (A through F) for roadways are used as an initial indicator of vehicle congestion. The length of headways is used as the transit performance measure. The performance of bicycle/pedestrian features is analyzed based on their availability. It should be noted that economic factors such as the recent downturn experienced can influence traffic congestion.

The generalized level of service tables are recommended for general planning applications in estimating highway level of service and assisting in implementing the level of service standards. These tables and planning computer models from which they were derived should not be used for corridor or intersection design where more refined techniques exist. Corridors with level of service deficiencies require the use of more sophisticated traffic operations models to identify specific improvements.

A Freight Study was completed in 2010 focusing on "highways of commerce" in the TPO area and the region. This study can be utilized by the Review/Study Teams and be another enhancement strategy for the movement of goods. Review/Study Teams meet every other year to offer suggestions on reducing congestion on roadways and utilize the CMP in this endeavor. Past Review/Study Team recommendations are reviewed every other year for implementation.

Identification and Evaluation of Congestion Mitigation Strategies/Technical Ranking

Criteria

In the Okaloosa-Walton Urbanized Area there are thirty-three congested segments of roadway. Since congestion mitigation strategies cannot be identified for all of these roadways simultaneously, a systematic method for determining which segments to study first had to be devised. Although this mechanism, the *CMP Technical Ranking*, results in a numerically ranked list, it does not overturn any project priority list approved by the TPO.

The CMP Technical Ranking applies criteria deemed important by the TPO to determine which roadways to study first. Each segment is awarded points in nine categories. The points and categories are not only based on the severity of congestion, but also on the significance of the roadway to the community. These nine criteria and accompanying point structure are outlined below. Additional studies, such as Emergency Management Plans, can be utilized by the Study Team.

Technical Ranking Criteria

A. Programming Status

- No phases funded in the Capital Improvement Program (CIP) or TIP
4 Points
- PD&E scheduled for a project
3 Points
- Design scheduled for a project
2 points
- Right of way acquisition scheduled for a project
1 point
- Construction of major project scheduled
0 points

B. Existing Volume to Capacity Ratio

- 1.00 to 1.24 **1 point**
- 1.25 to 1.49 **3 points**
- 1.50 or greater **5 points**

C. Projected Volume to Capacity Ratio in 2014

- 1.00 to 1.24 **1 point**
- 1.25 to 1.49 **3 points**
- 1.50 or greater **5 points**

D. Projected Volume to Capacity Ratio in 2019

- 1.00 to 1.24 **1 point**
- 1.25 to 1.49 **3 points**
- 1.50 or greater **5 points**

E. Backlogged or Constrained Status

- Not backlogged or constrained
0 points
- Either Constrained or Backlogged
3 points

F. Evacuation Route

- Not designated an evacuation route
0 points
- Designated an evacuation route
3 points

G. Intermodal Connectivity

Part A

- Not designated as a National Highway System (NHS) route
0 points
- Designated as an NHS route
4 points

Part B

- Not a designated Intermodal Connector to the NHS
0 points
- A designated Intermodal Connector to the NHS
3 points

H. Multi- Modal Connectivity

Part A

- Segment does contain existing bicycle or sidewalk facilities
0 points
- Segment does not contain existing bicycle or sidewalk facilities
2 points

Part B

- Part of a fixed-route transit route
0 points
- Not part of a fixed-route transit route
2 points

I. Previous CMP Priority

- Project was not on the previous CMP priority list
0 points
- Project was on the previous CMP priority list
2 points

Strategies to Reduce Congestion/Monitoring Strategy Effectiveness/Implementation and Management

There are numerous technologies and economic and administrative policies that have been used internationally to manage congestion. These congestion management strategies improve the operating efficiency of the existing infrastructure, modes and services. Improvement is achieved in three ways:

1. Increasing use of alternatives to Single Occupancy Vehicles (including public transit, carpooling, bicycling and walking).
2. Altering trip patterns through such measures as land-use policies, flexible work hours, telecommuting and congestion pricing.
3. Improving traffic flow by synchronizing signals, implementing Intelligent Transportation Systems (ITS) or intersection re-configuration.

There are two categories of congestion management strategies, those that focus on the demand-side and those that focus on the supply-side. Demand-side measures reduce the number of travelers using the system by increasing vehicle occupancy, increasing transit ridership and altering travel patterns (time of day facility is used). Supply-side measures increase the capacity (supply) of the transportation system by adding new lanes or roadways in order to improve traffic flow.

Developing a comprehensive plan including both demand and supply-side strategies is the challenge undertaken by the Congestion Management Process Study Team. Examples of strategies the team might consider are:

- Transportation demand management techniques
- Intersection operational improvements, signing alterations
- Access management issues
- Transit options
- Encouraging bicycle and pedestrian travel

While the team identifies the most congested areas by specific location on the transportation network, many of the mitigation strategies they develop can be applied at the corridor or system-wide level. Many of the system-wide strategies, including ITS and Access Management recommendations are discussed in the Recommendations section of this report.

This team will be responsible for making recommendations to the TPO and local governments, requesting studies be completed by FDOT and recommending methodology for implementing their recommendations.

Membership of the CMP Review Team will include, Technical Coordinating Committee (TCC) members, Citizen's Advisory Committee (CAC) members, and Florida Department of Transportation staff and any interested citizens. Representatives from local governments in areas surrounding the congested segments under consideration will also be invited to participate on the committee.

In 2010/11 TPO Staff will analyze a new segment, with the aid of the Review/Study Team, and develop recommendations to try and reduce congestion.

According to the Technical Ranking, the first five segments (there are seven due to a tie) to be studied are:

- 1) SR 30 (US 98) from Gulf Shore Dr. to Emerald Coast Parkway (Old US 98)
- 2) CR 20 (Hill Avenue) from Hollywood Boulevard to Lovejoy Road
- 3) SR 189 (Beal Parkway) from SR 393/Mary Esther Boulevard to SR 188/Racetrack Road
- 4) SR 30 (US 98) from Eastern Leg SR 85/Florida Place to Military Boundary/Beach Park Entrance Okaloosa Island
- 5) SR 30 (US 98) from East Pass Bridge (west end) to Gulf Shore Drive)
- 5) SR 30 (US 98) from Okaloosa County Line to Old US 98/SR 30
- 5) P.J. Adams Parkway from CR 4 Antioch Road to SR 85 S Ferdon Boulevard

FDOT Level of Service Standards

FDOT's minimum acceptable operating level of service standards for the State Highway System were adopted by Administrative Rule in 1992 and were modified in 2006. The rule chapter mutually supports the Department of Community Affairs Rule 9J-5 on Minimum Criteria for Review of Local Government Comprehensive Plans and Determination of Compliance. The standards are contained in the rule chapter appearing in Appendix A.

The standards include the following major concepts:

- the different level of importance of the Florida Intrastate Highway System and other state roads,
- the different roles (i.e., mobility versus access) provided by state facilities (i.e., Florida Intrastate Highway System versus other state roads),
- the direct correlation between urban size and acceptance of some highway congestion as a tradeoff for other urban amenities,
- urban infill as a desirable objective,
- the presence of infrastructure concurrent with the impact of development,
- local flexibility in setting standards in and around Transportation Concurrency Management Areas and Transportation Concurrency Exception Areas,
- recognition of the interaction between highways and exclusive transit systems serving commuters,
- recognition that many state facilities are constrained because they cannot be expanded because of physical or policy barriers, and
- recognition that the operation of many state facilities do not meet the standards (e.g., are backlogged) and are not programmed for improvement in FDOT's 5-Year Work Program.

The area and roadway types in the level of service standards match well with FDOT's Generalized Level of Service Tables appearing in Appendix B of this report; however, subtleties exist on delineation of areas, roadway characteristics, signalization characteristics, and maintaining conditions on constrained and backlogged facilities.

Please refer to the 2009 Quality/Level of Service Handbook, which deals with area types in the Generalized Level of Service Tables.

The indicated levels of service designate the lowest quality operating conditions acceptable for the 100th highest volume hour of the year from the present through the planning horizon, generally up to 20 years. The 100th highest hour approximates the typical weekday peak hour during the peak season in developed areas. Thus, it can be thought of as the typical drive during "rush" hour in an area's peak season.

FDOT Generalized Level of Service Tables

The basic level of service analysis presented in this report was done using the 2009 Quality/Level of Service Handbook. FDOT's Generalized Level of Service Tables were developed based on the definitions and methodology of the 2000 Highway Capacity Manual (HCM) Update. They are believed to be the most thoroughly researched and state-of-the-art generalized level of service tables in the United States. They are the product of a significant effort by FDOT, its consultants and the professional community within the State of Florida.

Development of the Generalized Tables

Statewide default values were measured and applied to the basic planning analysis models to produce the Generalized Tables. The models have been periodically reviewed and updated when necessary. FDOT personnel have conducted numerous traffic and signalization studies and have modified the initial values to reflect average conditions in Florida. Daily and directional data were derived from FDOT's continuous traffic count stations throughout Florida. Signal timing data were obtained from analyses of traffic signal timings in Miami, Tampa, Tallahassee, Gainesville, DeLand and Lake City, as well as several rural developed areas. FDOT's intent has been to develop the most realistic numbers based on actual traffic, roadway and signalization data.

It is important to recognize that generalized level of service tables are recommended for general planning applications in estimating highway level of service and assisting in implementing the level of service standards. The tables and planning computer models from which they were derived should not be used for corridor or intersection design where more refined techniques exist. The generalized tables represent a first cut at measuring level of service and are not standards, which must be used.

Appendix B contains the FDOT generalized tables used for this analysis.

How to use the Generalized Tables

Listed below are the basic steps to follow to determine the level of service on a typical roadway segment using the FDOT generalized LOS tables.

Step 1 - Determine the geographic area type the roadway segment is located in (Urbanized Area, Transitioning Area, or Rural Area) and retrieve the appropriate table.

Step 2 - Determine the type of roadway to be analyzed: State two-way arterial, freeway, or non-state roadway and go to the corresponding portion of the table. For the purpose of this report no roadways were analyzed as a non-state roadway. In other words, county roadways were analyzed as if they were state roadways.

Step 3 - Determine the number of traffic signals per mile on the segment of roadway and appropriate class designation (Class I, II, etc.) on the table.

Step 4 – Determine the number of through lanes on the segment and whether it is divided or undivided and find the appropriate row in the table under the proper class designation.

Step 5 – Look up the Average Annual Daily Traffic (AADT) count two-way traffic volume for the roadway segment.

Note: If more than one count station exists on a roadway segment, the median count should be used to represent the average conditions.

Step 6 – Using the proper table, the appropriate Class designation, and the correct row, determine which LOS Classification the AADT count falls within.

Example:

State roadway segment A is a four lane divided facility with .20 signals per mile, located within an urbanized area with an AADT of 33,500.

This roadway would be evaluated using the Urbanized Area table, under State Two-Way Arterial, Class I (> 0.00 to 1.99 signalized intersections per mile) for a 4 lane divided roadway.

The level of service for State Roadway segment A would be “C” (between 29,300 and 35,500).

Level of Service Analysis Tables

This section presents the Level of Service (LOS) analysis tables for state roadways and selected county roadways located in Okaloosa County and Walton County. The analysis is based on the 2009 Quality/Level of Service Handbook and the generalized LOS tables contained within.

For state roadway segments the tables provide historical counts for each segment beginning with 2002 (in most cases), the latest available counts and forecasts of traffic

to the years 2014 and 2019. Other information contained in the tables includes: the functional classification of the roadway, the facility type, the total number of signals on the segment, the number of signals per mile, the segment length, the LOS area, the LOS standard and corresponding maximum allowable volume for the segment, the FDOT count stations for the segment, the current Annual Average Daily Traffic (AADT) count for each station, the historical counts and corresponding LOS. All of the analysis information contained in these tables is based on the 2009 Quality/Level of Service Handbook.

The tables provide year 2014 and 2019 traffic projections. These projections are based on one of two methodologies: historical growth or a simple two percent annual increase. In the cases where historical growth was used, data was entered into a spreadsheet developed by the FDOT Central Office. This spreadsheet is known as “Trends” and contains a series of built-in linear regression formulas that estimate the overall trend of the growth patterns. Based on this methodology, the 2014 and 2019 counts were determined. If these counts seemed unreasonable in relation to the historical growth rates, a simple two percent annual increase was applied instead. Two percent was used as the annual growth factor as it was determined to reflect the average annual increase of traffic volumes in Okaloosa and Walton Counties.

Congestion Trends, Causes and Impacts

Determining the exact causes of traffic congestion is difficult, but traffic and population growth patterns in Okaloosa County and Walton County mirror national trends leading to increases in traffic congestion.

Causes of congestion are either recurring or non-recurring. Non-recurring congestion occurs as a result of unplanned or sporadic events. These events range from everyday traffic crashes, community events like festivals, or natural disasters like hurricanes.

The CMP is primarily concerned with reducing *recurring* congestion. Recurring congestion is the predictable delay experienced by travelers on the same facilities at the same time each day. It results from the high volumes of vehicles using the same roadway or intersections at peak times of the day or year.

Recurring congestion is often blamed on growth in population and employment and the trend toward smaller households. The Urbanized area is experiencing an increase in population while employment growth has slowed down from previous years. The slow down in employment and higher gas prices may be the predominant factor in traffic counts declining in this reporting year. In most years growth in traffic is outpacing population growth.

First, like most Americans, travelers in northwest Florida prefer the automobile. Automobile preference has led to an increase in the number of single occupancy vehicle (SOV) trips. Second, since about 1950 the proportion of adults who drive to work has been increasing. This has led to an increase in trip making. In addition, the number of

drivers traveling further distances to work has been increasing. The increases in commute distance results from a lack of a jobs-housing balance and low-density development patterns.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) is an application of management strategies and technologies to better increase the efficiency and safety of the surface transportation system. Some of the objectives of ITS can include, but are not limited to:

- Minimizing response time for incidents and accidents
- Reducing commercial vehicle safety violations
- Utilizing road-weather information systems to reduce weather-related incidents
- Improving emergency management communications by providing real-time traveler information
- Implementing technological solutions to improve transportation management
- Improving highway and transit security
- Minimizing highway-rail grade crossing accidents
- Improving travel demand management

Intelligent Transportation Systems (ITS) have been shown to be a very effective tool in managing congestion and delay. An integrated transportation system managed and operated more efficiently through the use of ITS technology can enhance quality of life by supporting a safer, more efficient, and sustainable transportation system. ITS improvements may also lower the amount of congestion experienced by users and preserve the existing capacity of the transportation system.

The FY 2009-2010 Unified Planning Work Programs for the Florida-Alabama, Okaloosa-Walton, and Bay County TPOs have money dedicated toward the development of an ITS Plan. The funds are intended for the General Planning Consultant to develop a Regional ITS Plan for the combined TPO Planning Areas with areas of emphasis for each TPO. The plan provides a comprehensive evaluation of the existing network of ITS. In addition, major and minor projects to improve the regions ITS deployment will be evaluated and solutions to these items provided. This project is being presented to the TPOs as a Draft in August 2010 and for adoption in September 2010.

Bicycle/Pedestrian Analysis

Bicycle and pedestrian features are documented if they exist within a congested corridor. This information is derived from the TPO's Long Range Plan. Although the TPO

recognizes that bicycle and pedestrian features will not in themselves solve the congestion problem, their existence increases the number of modal choices available. The more modes of travel available, then the mobility becomes greater within and along the corridor. Encouraging the use of these features along congested segments can often significantly reduce the number of short trips within the corridor. The Study Team utilizes the Bicycle/Pedestrian Plan when making recommendations.

Transit Analysis

On August 22, 2005, a major update was adopted to the 5 year Transit Development Plan (TDP). An update to the ten year planning horizon was adopted on September 22, 2006. As with every transit property in Florida that receives State Transit Block Grant funding, Okaloosa County is required to prepare a TDP. This requirement is intended to ensure that the provision of public transportation services is consistent with the travel needs and mobility goals of the local communities that are served by the transit system. By establishing a strategic focus and mission for transit services, the TDP serves as a guide in the future development of the transit system that will meet the needs of the community it serves.

Congestion Management Process Public Involvement Process

The TPO seeks to involve citizens in all its decision-making processes. This is especially important in the CMP process because congestion levels are largely related to driver perception and identifying projects to relieve congestion without adding capacity often requires significant creativity. As a result, the Okaloosa-Walton TPO has developed a process to involve citizens in different ways at several points in the process and at every level of decision-making.

In an effort to further increase Public Involvement TPO Staff conducts field interviews with residents and business owners on each segment studied. Staff believes that such interviews more clearly reflect the perceived level of congestion, and will continue to conduct such interviews in future updates to this plan. Notification of the CMP and its segments are sent to a large database of community outreach organizations.

Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users

SAFETEA:LU is a federal transportation law that will provide federal funding for highway and transit improvements through 2009. This law was designed to provide aid to many challenges facing our communities such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. All SAFETEA-LU requirements will be adhered to in their entirety.

The former Congestion Management System is now the Congestion Management Process (23 CFR 450.320)

SAFETEA-LU requires that, for the CMP:

- “The transportation planning process shall address congestion management through a process that provides for effective management and operation”
- for management and operations, LRTP’s shall contain “Operational and management strategies to improve the performance of existing transportation facilities”

There are Seven Key CMP Components:

1. Area of Application
2. System Definition (Modes and Network)
3. Performance measures
4. Performance Monitoring Plan
5. Identification and Evaluation of Strategies
6. Monitoring Strategy Effectiveness
7. Implementation and Management

Conclusions

As noted previously in this document, the CMP uses FDOT LOS standards as the measure for determining congestion. However, there are far more sophisticated measures for determining the nature and duration of traffic congestion. The CMP is a continually evolving process, and therefore in future updates to this plan staff hopes to include such tools as, intersection studies and Art Plan analysis in order to better define and rectify traffic congestion in the Okaloosa-Walton Urbanized Area.

This Congestion Management Process Plan has identified the overall level of congestion in the urbanized area and has highlighted the most congested areas. The plan attempts to delineate some of the causes and impacts of congestion. The plan also defines a methodology for developing congestion management strategies. Attention is paid in this methodology to non-traditional activities like Transportation Demand Management or Land Use strategies. The methodology for strategy development includes a process for integrating these congestion mitigation strategies into the planning process through the Transportation Improvement Program and TPO Priorities. Thus, the 2010 update to the CMP constitutes a fully operational management system.

FIGURE 1

GLOSSARY

Note: Italicized words and phrases are defined in this glossary.

- Acceleration lane – A freeway lane extending from the on ramp gore to where it's taper ends.
- Acceptable range – The limits of input values for use in FDOT's *preliminary engineering software*.
- Accessibility – The dimension of *mobility* that addresses the ease in which travelers can engage in desired activities.
- Accuracy – The degree of a measure's conformity to a true value.
- Actuated – Same as *actuated control*.
- Actuated control – All *approaches* to the *signalized intersection* have *vehicle* detectors with each *phase* subject to a minimum and maximum *green time* and some phases may be skipped if no vehicle is detected.
- Add-on/drop-off lanes – Roadway lanes added before an intersection and dropped after the intersection.
- Adjacent – In this Handbook a categorization of *sidewalk/roadway separation* less than or equal to 3.0 feet.
- Adjusted bus frequency – In this Handbook the *bus frequency* times *adjustment factors* that account for pedestrian *LOS*, *pedestrian crossing difficulty*, *obstacles to bus stops*, and *span of service*.
- Adjusted capacity – In this Handbook the base capacity times the effect of many *roadway variables* and *traffic variables*.
- Adjusted frequency – Same as *adjusted bus frequency*.
- Adjusted saturation flow rate – In this Handbook the *base saturation flow rate* times the effect of many *roadway variables* and *traffic variables*.
- Adjustment factor – In the *software* a multiplicative factor applied to the *base saturation flow rate* to represent a prevailing condition.
In the *Generalized Tables* additive or multiplicative factors to adjust *service volumes*.
- All way stop control – An intersection with stop sign at all approaches.
- Analysis type – In *HIGHPLAN* a choice between a *facility* analysis or a *segment* analysis.
- Annual average daily traffic (AADT) – The volume passing a point or segment of a roadway in both directions for 1 year divided by the number of days in the year.
- Approach – The set of lanes comprising one leg of an intersection or interchange.
- Approach delay – The sum of stopped-time *delay* and the time lost in decelerating to a stop and accelerating to a steady speed.
- Area type – In this Handbook a general categorization of an extent of surface based primarily on the degree of urbanization.
- Areawide analysis – An evaluation within a geographic boundary.
- Arrival type – A general categorization of the quality of signal progression.
- Arterial – 1) A signalized roadway that primarily serves thru traffic with average *signalized intersection spacing* of 2.0 miles or less.
A state facility that is not on *freeway*.
A type of roadway based on FDOT functional classification.
- ARTPLAN – FDOT's arterial planning software for calculating *level of service* and *service volume tables* for *interrupted flow* roadways.
- ATS – Same as *average travel speed*.

GLOSSARY

- Auto – Same as *automobile*.
- Auto outside lane width – Same as *outside lane width*.
- Automobile – 1) A motorized vehicle with 4 or less wheels touching the pavement during normal operation.
2) In this Handbook, all motorized vehicle traffic using a roadway, except for *buses*.
- Auxiliary lane – An additional lane on a *freeway* connecting an on ramp of one interchange to the off ramp of the downstream interchange.
- Average daily traffic – The total traffic volume during a given time period (more than a day and less than a year) divided by the number of days in that time period.
- Average travel speed (ATS) – The facility length divided by the average travel time of all vehicles traversing the facility, including all stopped delay times.
- Base capacity – Same as *base saturation flow rate for uninterrupted flow roadways*.
- Base conditions – The best possible characteristic in terms of capacity for a given type of facility.
- Base saturation flow rate – The maximum steady flow rate, expressed in passenger cars per hour per lane, at which passenger cars can cross a *point on interrupted flow roadways*.
- Basic segment – In this Handbook the length of a *freeway* in which operations are unaffected by interchanges.
- Bicycle – A mode of travel with two wheels in tandem, propelled by human power.
- Bicycle lane – In this Handbook a *designated* or *undesignated* portion of roadway for bicycles adjacent to motorized vehicle lanes.
- Bicycle LOS Model – The *operational methodology* from which this Handbook's bicycle quality/level of service analyses are based.
- Bicycle level of service – A numerical value calculated by the *Bicycle LOS Model* that corresponds to a *bicycle level of service*.
- Bicycle pavement condition – Same as *pavement condition*.
- BLOS – Same as *bicycle level of service score*.
- Boundaries – In this Handbook the geographical limits associated with *FDOT's Statewide Minimum Level of Service Standards* for the *State Highway System* or its MPO Administrative Manual.
- Bus – In this Handbook a self-propelled, rubber-tired roadway vehicle designed to carry a substantial number of passengers and traveling on a *scheduled fixed route*.
- Bus frequency – The number of buses which have a potential to stop on a given *segment* in one direction of flow in a one hour time period.
- Bus span of service – The number of hours in a day of bus service along a *route segment*.
- Bus stop – An area where *bus* passengers wait for, board, alight, and transfer.
- Capacity – The maximum sustainable flow rate at which persons or vehicles reasonably can be expected to traverse a *point* or a uniform section of roadway during a given time period under prevailing conditions.
As typically used in this Handbook, the maximum number of vehicles that can pass a point in a one hour time period under prevailing *roadway, traffic and control conditions*.
- Capacity analysis – Same as *highway capacity analysis*.
- Capacity constrained – A condition in which traffic *demand* exceeds the capacity of a roadway.
- Class – Same as *roadway class*.

GLOSSARY

- Collector – A roadway providing land access and traffic circulation with residential, commercial and industrial areas.
- Community – In this Handbook outside of an urban or urbanized area, an incorporated place or a developed but unincorporated area with a population of 500 or more identified in the appropriate *local government comprehensive plan*.
- Conceptual planning – Same as *preliminary engineering*.
- Concurrency – A systematic process utilized by local governments to ensure that new development does not occur unless adequate infrastructure is in place to support growth.
- Congestion – Condition in which traffic demand approaches or exceeds the available capacity of the transportation facility(ies).
- Constrained – Same as *capacity constrained*.
- Constrained roadway – A roadway on the *State Highway System* that FDOT will not expand by 2 or more thru lanes because of physical, environmental, or policy constraints.
- Continuous left turn lane – Same as two-way left-turn lane.
- Control – A variable or characteristic typically associated with a traffic signal.
A variable or characteristic associated with a stop sign, yield sign, flashing device and other similar measures.
- Control characteristics – Same as control.
- Control delay – The component of delay that results when a signal causes traffic to reduce speed or to stop.
- Control type – Same as signal type.
- Control variables – Parameters associated with roadway controls.
- Controlled access highway – A non-limited access highway whose access connections, median openings, and traffic signals are highly regulated.
- Corridor – A set of essentially parallel transportation facilities for moving people and goods between two points.
- Critical intersection – Same as critical signalized intersection.
- Critical signalized intersection – The signalized intersection with the lowest volume to capacity ratio (v/c), typically the one with the lowest effective green ratio (g/C) for the thru movement.
- Cycle length (C) – The time it takes a traffic signal to go through one complete sequence of signal indications.
- D factor – Same as directional distribution factor.
- Daily tables – In this Handbook, *Service Volume Tables* presented in terms of *annual average daily traffic*.
- Deceleration lane – A *freeway* lane extending from the taper to the off ramp gore.
- Delay – The additional travel time experienced by a traveler.
- Demand – The number of persons or vehicles desiring service on a roadway.
- Demand traffic – Same as *demand*.
- Density – The number of vehicles, averaged over time, occupying a given length of lane or roadway; usually expressed as vehicles per mile or vehicles per mile per lane.
- Design hour factor – In this Handbook the proportion of annual average daily traffic occurring during the 30th highest hour of the design year.
- Designated – A type of bicycle lane at least 5 feet in width and having a bicycle logo and a direction arrow painted on it.
- Desirable – In this Handbook a categorization of pavement condition that is new or recently resurfaced pavement.

GLOSSARY

- Developed areas – All areas not rural undeveloped.
Same as rural developed areas.
- Development of regional impact (DRI) – A development which, because of its character, magnitude, or location, would substantially affect the health, safety, or welfare of citizens of more than one county in Florida, as defined in Section 380.06(1), Florida Statutes, implemented by Rule 9J-2, Florida Administrative Code, and coordinated by the regional planning agency.
- Directional distribution factor (D) – The proportion of an hour's total *volume* occurring in the higher volume direction.
- Diverge area – Same as *off ramp influence area*.
- Divided – As used in the *Generalized Tables*, a roadway with a *median*.
- Driver population – A *traffic variable* included as part of the *local adjustment factor* that describes driver familiarity with a roadway and accounts for such differences in driving habits as those between commuters and other drivers.
- Driver population factor – The *factor* associated with *driver population*.
- Dual left-turn lanes – Two lanes designated exclusively for left turns at a signalized intersection.
- Effective green ratio (g/C) – Typically in this Handbook the ratio of the *effective green time (g)* for the thru movement at a signal intersection to its *cycle length (C)*.
The ratio of the *effective green time (g)* for a movement at a signal intersection to its *cycle length (C)*.
- Effective green time (g) – The time allocated for the *thru movement* to proceed; calculated as the *thru movement green* plus yellow plus all red indication times less the lost time.
- Effective lanes – Same as *number of effective lanes*.
- Exclusive left effective green ratio – The ratio of the effective green time (g) from an exclusive left turn lane for the peak traffic flow direction at a signal intersection to its cycle length (C).
- Exclusive left turn lanes – Same as *left turn lanes*.
- Exclusive left turn storage length – The total amount of storage length in feet for *exclusive left turn lanes*.
- Exclusive right turn lanes – Storage area designated to only accommodate right turning vehicles.
- Exclusive thru lane – Any intrastate highway lane that is designated exclusively for intrastate travel, is physically separated from any *general-use lane*, and the access to which is highway regulated. These lanes may be used for *high occupancy vehicles (HOVs)*, and express buses during peak travel hours if the level of service standards can be maintained.
- Exclusive turn lane – A storage area designated to only accommodate left or right turning vehicles; in this Handbook the turn lane must be long enough to accommodate enough turning vehicles to allow the free flow of the *thru movement*.
- Expanded intersections – Same as *add-on/drop-off lanes*.
- Facility – A length of roadway composed of *points* and *segments*.
A generic term including *points, segments* or *roadways*.
- Factor – A value by which a given quantity is multiplied, divided, added or subtracted in order to indicate a difference in measurement.
- FDOT – Florida Department of Transportation.
- FHWA – Federal Highway Administration.
- Five-lane section – A roadway with 4 thru lanes, 2 in each direction separated by a *two-way left-turn lane*; in the *Generalized Tables*, a five-lane section is treated as a roadway with 4 lanes and a *median*.

GLOSSARY

- Florida Intrastate Highway System (FIHS) – An interconnected statewide system of *limited access* facilities and *controlled access* facilities developed and managed by FDOT to meet standards and criteria established for the FIHS. It is part of the *State Highway System*, and is developed for high-speed and high-volume traffic movements. The FIHS also accommodates high occupancy vehicles (HOVs), express bus transit and in some *corridors*, interregional, and high-speed intercity passenger rail service. Access to abutting land is subordinate to movement of traffic and such access must be prohibited or highly regulated.
- Flow rate – In this Handbook the equivalent hourly rate at which vehicles pass a point on a roadway for a 15-minute time period.
- Free flow delay – The additional travel time represented by the difference between the time associated with a roadway's *free flow speed* and *average travel speed*.
- Free flow speed (FFS) – In this Handbook the average speed of vehicles under low flow traffic conditions and not under the influence of signals, stops signs or other fixed causes of interruption, generally assumed to be 5 mph over the *posted speed* limit.
- FREEPLAN – FDOT's *freeway* planning software for calculating *level of service* and *service volume tables*.
- Freeway – A multilane, divided highway with at least 2 lanes for exclusive use of traffic in each direction and full control of ingress and egress.
- Freeway interchange influence area – Same as *interchange*.
- Freeway segment – In this Handbook a basic *segment*, interchange or toll plaza.
- FSUTMS – Florida Standard Urban Transportation Modeling System; Florida's software that forecasts travel demand.
- Fully actuated control – Same as *actuated control*.
- Functional classification – The assignment of roads into systems according to the character of service they provide in relation to the total road network.
- g/C – Same as *effective green ratio*.
- Generalized Service Volume Tables – *Maximum service volumes* based on areawide *roadway, traffic* and *control* variables and presented in tabular form.
- Generalized planning – A broad type of planning application such as statewide analyses, initial problem identification, and future year analyses; in this Handbook typically performed by use of the *Generalized Tables*.
- Generalized Tables – Same as *Generalized Service Volume Tables*.
- General-use lane – Any Intrastate highway lane not exclusively designated for long distance, high-speed travel. In urbanized areas these lanes include high occupancy vehicle (HOV) lanes that are not physically separated from other travel lanes.
- Gore – The point located immediately between the left edge of a ramp pavement and the right edge of the roadway pavement at a *merge* or *diverge area*.
- Green time (G) – The duration in seconds of the green *indication* for a given movement at a signalized intersection.
- Growth management concepts – The ideas necessary for use in careful planning for urban growth so as to responsibly balance the growth of the infrastructure required to support a community's residential and commercial growth with the protection of its natural systems (land, air, water).
- Guideline – Based on FDOT's Standard Operating System (Topic No: 025-020-002-d), a recommended process intended to provide efficiency and uniformity to the implementation of policies, procedures, and standards; a guideline is intended to provide general program direction with maximum flexibility.
- Handbook – Based on FDOT's Standard Operating System (Topic No: 025-020-002-d), technical instructions or techniques used to assist or train users in performing specific functions.
- HCM – Same as *Highway Capacity Manual*.

GLOSSARY

- Headway - The time, in seconds, between two successive vehicles as they pass a point on a roadway.
- Heavily congested - Same as *congestion*.
- Heavy vehicle - A FHWA vehicle classification of 4 or higher, essentially vehicles with more than 4 wheels touching the pavement during normal operation.
- Heavy vehicle factor (HV) - The *adjustment factor* for *heavy vehicles*.
- High-occupancy vehicle (HOV) lane - A *freeway* lane reserved for the use of vehicles with a preset minimum number occupants; such vehicles often include buses, taxis, and carpools.
- HIGHPLAN - FDOT's software for calculating levels of service and *service volume tables* for *two-lane highways* and *multilane highways*.
- Highway - 1) An *uninterrupted flow roadway* that is not a freeway.
2) A generic term meaning the same as *roadway*.
3) A *roadway* with all the transportation elements within the right-of-way.
- Highway capacity analysis - An examination of the maximum of vehicles or persons that can reasonably be expected to pass a point on a roadway during a specified time period under prevailing roadway, traffic, and control conditions.
- Highway Capacity Manual (HCM) - The Transportation Research Board document on highway capacity and quality of service.
- Highway Capacity Software (HCS) - A software package faithfully replicating the *Highway Capacity Manual*.
- Highway mode - In this Handbook, either *automobile, bicycle, bus, or pedestrian*.
- HIGHPLAN - FDOT's *uninterrupted flow highway* planning software for calculating *level of service* and *service volume tables*.
- Highway system structure - Same as *transportation system structure*.
- Indication - In this Handbook, the green, yellow or red appearance of a *signal* to a motorist.
- Interchange - In this Handbook the influence area associated with the *off ramp influence area, overpass/underpass, and on ramp influence area* of a connection to a *freeway*.
- Interchange influence area - Same as *interchange*.
- Interchange spacing - The distance between the centerlines of *freeway interchanges*.
- Interrupted flow - A category of roadways characterized by signals, stop signs or other fixed causes of periodic delay or interruption to the traffic stream with average spacing less than or equal to 2.0 miles apart.
- Intersection - The same as *signalized intersection*, unless specifically noted.
- Intersection influence area - In this Handbook a *segment* of an *uninterrupted flow highway* influenced by an *isolated intersection*.
- Interval - A period of time in which all traffic signal *indications* remain constant.
- Intrastate highways - Highways on the *Florida Intrastate Highway System (FIHS)*.
- Isolated intersection - An *intersection* occurring along an *uninterrupted flow highway*.
- K factor (K) - Same as *planning analysis hour factor*.
- K_{100} - The ratio of the 100th highest traffic volume hour of the year to the *annual average daily traffic*.
- Lanes - Same as *number of thru lanes*, unless specifically noted.

GLOSSARY

- Large urbanized area – An *MPO urbanized area* greater than 1,000,000 population; in Florida these 7 areas consist of the following central cities: Ft. Lauderdale, Jacksonville, Miami, Orlando, St. Petersburg, Tampa, and West Palm Beach.
- Lateral clearance – Clearance distance from edges of outside lanes to fixed obstructions.
- Left turn lanes – In this Handbook storage areas designated to only accommodate left turning vehicles; a left turn lane must be long enough to accommodate enough left turning vehicles to allow the free flow of the *thru movement*.
- Level of service (LOS) – A quantitative stratification of the *quality of service* to a typical traveler of a service or facility into six letter grade levels, with “A” describing the highest quality and “F” describing the lowest quality; a discrete stratification of a *quality of service* continuum.
- Level of service (LOS) analysis – A quantitative examination of traveler *quality of service* provided by a transportation facility or service.
- Level of Service Standards – Same as *Statewide Minimum Level of Service Standards* for the *State Highway System*.
- LOS threshold delay – Same as *threshold delay*.
- Level terrain – A combination of horizontal and vertical alignments that permits *heavy vehicles* to maintain approximately the same running speed as passenger cars; this generally includes short grades of no more than 1 to 2 percent.
- Limited access highway – Same as *freeway*.
- Link – Same as *section*; for quality/level of service analyses this term is discouraged for use.
- Load factor – The ratio of passengers actually carried to the total passenger capacity of a bus.
- Local adjustment factor – In this Handbook an adjustment factor FDOT uses to adjust *base saturation flow rates* or *base capacities* to better match actual Florida traffic volumes; mostly consists of a driver population factor and an area type factor.
- Local Government Comprehensive Plan (LGCP) – Any county or municipal plan that meets the requirements of subsections 163.3177 and 163.3178 of the Florida Statutes.
- LOS – Same as *level of service*.
- LOS standards – Same as *Statewide Minimum Level of Service Standards* for the *State Highway System*.
- Maintain – Continuing operating conditions at a level that prevents significant degradation.
- Major city/county roadway – A roadway not on the *State Highway System* whose roadway, traffic and control characteristics are similar to those classified as state minor arterials.
- Maximum acceptable value – The highest value for a traffic variable FDOT will accept when developing, reviewing or approving a LOS analysis.
- Maximum service volume – The highest number of vehicles for a given *level of service*.
- Measure of effectiveness – A quantitative parameter indicating the performance of a transportation facility or service.
- Median – Areas at least 10 feet wide that are restrictive or non-restrictive that separate opposing-direction mid-block traffic lanes and that, on arterials, contain turn lanes that allow left turning vehicles to exit from the thru traffic lanes.
A mathematical measure of central tendency in which the value selected in an ordered set of values below and above which there is an equal number of values.
- Median factor – A *factor* by which a service volume is multiplied to account for the effects of the existence of a *median*.
- Median type – A classification of roadway medians as *restrictive, non-restrictive, or no median*.
- Merge area – Same as on *ramp influence area*.

GLOSSARY

- Mid-block – In this Handbook the part of a roadway between two signalized intersections.
- Minimum acceptable speed – In this Handbook the lowest average travel speed criterion for a given level of service as applied to two-lane highways in *developed areas*.
- Minimum acceptable value – The lowest value for a traffic variable FDOT will accept when developing, reviewing or approving a LOS analysis.
- Mobility – The movement of people and goods.
- Mode – A method of travel; in this Handbook a *highway mode*.
- Motorized mode – A method of travel by *automobile or bus*.
- Motorized vehicle – Same as *vehicle*.
- Movement – A flow of vehicles or people in a given direction.
- MPO – Metropolitan Planning Organization.
- Multilane – Having more than one *thru lane* in the analysis direction.
- Multilane highway – A non-freeway roadway with 2 or more lanes in each direction and, although occasional interruptions to flow at signalized intersections may exist, is generally uninterrupted flow.
- Multimodal – In this Handbook more than one *highway mode*.
- Multimodal Transportation District – An area in which secondary priority is given to *vehicle* mobility and primary priority is given to assuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit (F.S. 163.3180(15)).
- Narrow – In this Handbook a categorization of *outside lane width* less 11.0 feet.
- No passing zone – In this Handbook a segment of a two-lane highway along which passing is prohibited in the analysis direction.
- Non-restrictive median – A type of *median* (i.e., painted) that provides no pedestrian refuge.
- Non-state roadway – A roadway not on the *State Highway System*.
- Not Achievable – In this Handbook a situation in which a given level of service cannot be obtained because of the *roadway, traffic and control variables* and level of service thresholds used.
- Not Applicable – In this Handbook a situation in which a given level of service is not relevant because of the *roadway, traffic and control variables* and level of service thresholds used.
- Number of directional thru lanes – The number of *thru lanes* in a single direction.
- Number of effective lanes – In terms of capacity the equivalent number of *thru lanes*. Typically the number is expressed as a fraction (e.g., 2.7) to reflect the partial beneficial effects of freeway *auxiliary lanes* or arterial *add-on/drop-off lanes*.
- Number of thru lanes – The number of lanes relevant to an analysis of a roadway's level of service.
Usually two-directional (the *software* will convert to one direction for analysis purposes).
For arterials:
- usually at the *signalized intersection*, not mid-block.
 - usually thru and shared-right-turn lanes.
 - may be a fractional number reflecting *add-on/drop-off lanes* or other special lane utilization considerations.
 - using the *Generalized Tables* the number at major *signalized intersections*.
- For freeways and uninterrupted flow highways:
- does not include *auxiliary lanes* between 2 points.
 - usually the predominant number of thru lanes between 2 points.
- Obstacle to bus stop – A physical barrier between a *sidewalk* and a *bus stop*.

GLOSSARY

- Off peak – The course of the lower flow of traffic.
A time period not representing a *peak hour*.
- Off ramp influence area – The geographic limits affecting the *capacity* of a freeway associated with traffic exiting a *freeway*.
- On ramp influence area – The geographic limits affecting the *capacity* of a freeway associated with traffic entering a *freeway*.
- One-way – A type of roadway in which vehicles are allowed to move in only one direction.
- Operational analysis – A detailed analysis of a roadway’s present or future level of service, as opposed to a generalized planning analysis or preliminary engineering analysis.
- Operational model – In this Handbook the use of the full methodologies contained in the 2000 Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model, Transit Capacity and Quality of Service Manual or other source to conduct an *operational analysis*.
- Other signalized roadway – A signalized roadway not on the *State Highway System* and also considered by the local government of jurisdiction not to be a *major city/county roadway*.
- Other state roads – Roads on the *State Highway System*, which are not part of the Florida Intrastate Highway System.
- Other urbanized area – An *MPO* urbanized area less than 1,000,000 population.
- Outside lane – A roadway’s motorized vehicle *thru lane* closest to the edge of pavement.
- Outside lane width – In this Handbook the width in feet of a roadway’s motorized vehicle *thru lane* closest to the edge of pavement.
- Oversaturated – A traffic condition in which *demand* exceeds *capacity*.
- Passing lane – A lane added to provide passing opportunities in one direction of travel on a two-lane highway. *Two-way left-turn lanes* are not considered passing lanes.
- Paved shoulder/bicycle lane – In this Handbook pavement at least 3 feet in width separated by a solid pavement marking from the outside motorized vehicle *thru lane* to the edge of pavement.
- Pavement condition – In this Handbook the general classification of the roadway surface where bicycling generally occurs.
- Peak direction – The course of the higher flow of traffic.
- Peak hour – In this Handbook a 1 hour time period with high volume.
- Peak hour factor (PHF) – The ratio of the hourly volume to the peak 15-minute flow rate for that hour; specifically $\text{hourly volume} / (4 \times \text{peak 15-minute volume})$.
- Peak season – The 13 consecutive weeks with the highest daily volumes for an area.
- Peak Season Weekday Average Daily Traffic (PSWADT) – The *average daily traffic* for Monday through Friday during the peak season.
- Peak to daily ratio – The ratio of the highest 1 hour volume of a day to the daily volume.
- Pedestrian – An individual traveling on foot.
- Pedestrian accessibility – In this Handbook the ease in which a pedestrian can reach a bus stop.
- Pedestrian crossing difficulty – In this Handbook a generalization of how hard it is for a pedestrian to go from one side of a roadway to the other side.
- Pedestrian LOS Model – The operational methodology from which this Handbook’s pedestrian quality/level of service analyses are based.
- Pedestrian level of service score – A numerical value calculated by the *Pedestrian LOS Model* that corresponds to a pedestrian level of service.

GLOSSARY

- Pedestrian refuge** – In this Handbook a raised or grassed area at least 5 feet but less than 10 feet in width that separates opposing mid-block traffic lanes, and allows pedestrians to cross a roadway.
- Pedestrian/Sidewalk/Roadway separation** – The lateral distance in feet from the outer edge of pavement to where a pedestrian walks on a *sidewalk*.
- Percent free flow speed** – The percentage of vehicle *average travel speed* to *free flow speed*.
- %FFS** – Same as *percent free flow speed*.
- Percent left turns** – The percentage of vehicles performing a left-turning movement at a signalized intersection.
- Percent no passing zone** – In this Handbook the percentage of a two-lane highway along which passing is prohibited in the analysis direction.
- Percent right turns** – The percentage of vehicles performing a right-turning movement at a signalized intersection.
- Percent time spent following** – The average percent of total travel time that vehicles must travel in *platoons* behind slower vehicles due to inability to pass on a two-lane highway.
- Percent turns from exclusive turn lanes** – The percentage of vehicles approaching an intersection served by *exclusive turn lanes* and not part of the *thru movement*.
- Performance measure** – A *qualitative* or *quantitative* factor used to evaluate a particular aspect of travel quality.
- Phase** – The part of a traffic signal's *cycle* allocated to any combination of traffic movements receiving the right-of-way simultaneously during one or more intervals.
- PHF** – Same as *peak hour factor*.
- Planning analysis hour factor (K)** – The ratio of the traffic volume in the study hour to the *annual average daily traffic*.
- Planning application** – In this Handbook the use of default values and simplifying assumptions to an *operational model* to address a roadway's present or future level of service.
- Planning horizon** – A time period, typically 20 years, applicable to the analysis of a project, roadway or service.
- Platoon** – A group of vehicles traveling together as a group, either voluntarily or involuntarily because of signal control, geometrics or other factors.
- PLOS** – Same as *pedestrian level of service score*.
- Point** – A boundary between *segments*; in this Handbook usually a signalized intersection, but may be other places where modal users enter, leave, or cross a facility, or roadway characteristics change.
- Posted speed** – The maximum speed at which vehicles are legally allowed to travel over a roadway segment.
- Precision** – The range of accurate and acceptable numerical answers.
- Preliminary engineering** – Engineering analyses performed to support decisions related to design concept and scope, e.g., need for improvement, design controls and standards, traffic, alternative alignment, preliminary design, conceptual design plans.
- Preliminary engineering software** – A type of planning application detailed enough to reach a decision on design concept and scope, conducting alternatives analyses, and performing other technical analyses; in this Handbook typically performed by use of accompanying planning software
- Pretimed** – Same as *pretimed control*.
- Pretimed control** – Traffic signal control in which the *cycle length*, *phase plan*, and phase times are preset and repeated continuously according to a preset plan.
- Prevailing conditions** – Existing circumstances that primarily include roadway, traffic, and control conditions, but may also include weather, construction, incidents, lighting and area type.
- QOS** – Same as *quality of service*.
- Quality of service (QOS)** – A user based perception of how well a service or facility is operating.

GLOSSARY

- Quality of travel – The dimension of *mobility* that addresses traveler satisfaction with a facility or service.
- Quality/level of service – A combination of the broad quality of service and more detailed level of service concepts.
(Q/LOS)
- Quantity of travel – The dimension of *mobility* that addresses the magnitude of use of a facility or service.
- Restrictive median – A type of *median* that is not painted (e.g., grassed, raised).
- Roadway – A general categorization of an open way for persons and vehicles to traverse; in this Handbook it encompasses streets, arterials, freeways, highways and other facilities.
- Roadway characteristics – Same as *roadway variables*.
- Roadway class – Categories of *arterials* and *two-lane highways*; arterials are primarily grouped by signal density; two-lane highways are primarily grouped by area type.
- Roadway variables – Parameters associated with roadways.
- Rolling terrain – A combination of horizontal and vertical alignments causing *heavy vehicles* to reduce their running speed substantially below that of passenger cars, but not to operate at crawl speeds for a significant amount of time.
- Route – As used in the *Transit Capacity and Quality of Service Manual*, a designated, specified path to which a bus is assigned.
- Route segment – As used in the *Transit Capacity and Quality of Service Manual*, a portion of a bus route ranging from 2 stops to the entire length of the *route*.
- Running speed – The distance a vehicle travels divided by the travel time the vehicle is in motion.
- Running time – The portion of travel time during which a vehicle is in motion.
- Rural – Same as *rural area*.
- Rural area – 1) In the Generalized Tables and software, areas that are not *urbanized areas*, *transitioning areas*, or *urban areas*.
2) In FDOT's Statewide Minimum Level of Service Standards for the State Highway System, areas not included in transportation concurrency management areas, urbanized areas, transitioning areas, urban areas, or communities.
- Rural developed areas – Portions of *rural areas* that are generally cities and other population areas with less than 5,000 population or along coastal roadways.
- Rural undeveloped areas – Portions of *rural areas* with no or minimal population or development.
- Scheduled fixed route – In this Handbook bus service provided on a repetitive, fixed-schedule basis along a specific route with buses stopping to pick up and deliver passengers to specific locations.
- Seasonal factor – A factor used to adjust for the variation in traffic over the course of a year.
- Section – A group of consecutive *segments* that have similar roadway characteristics, traffic characteristics and, as appropriate, control characteristics for a mode of travel.
A characteristic describing laneage (i.e., three-lane section, five-lane section, seven-lane section).
- Segment – A portion of a facility defined by 2 end points; usually the length of roadway from one signalized intersection to the next signalized intersection.
- Segmentation – The partitioning of roadways for analysis purposes.
- Semiactuated – Same as *semiactuated control*.
- Semiactuated control – Signal control of an intersection in which the *thru movement* on the designated main roadway gets the unused *green time* from side movements because of limited or no vehicle activation from side movements.
- Service measure – A specific performance measure used to assign a level of service to a set of operating conditions for a transportation facility or service.

GLOSSARY

- Service volume – Same as *maximum service volume*.
- Service Volume Table – *Maximum service volumes* based on roadway, traffic and control variables and presented in tabular form.
- Seven-lane section – A roadway with 6 thru lanes, 3 in each direction separated by a two-way left-turn lane; in the *Generalized Tables*, a seven-lane section is treated as a roadway with 6 lanes and a median.
- Shared lane – A roadway lane shared by 2 or 3 traffic movements; in Florida a shared lane usually serves thru and right turning traffic movements.
- Sidewalk – A paved walkway for pedestrians at the side of a roadway.
- Sidewalk/roadway protective barrier – Physical barriers separating pedestrians on *sidewalks* and *motorized vehicles*.
- Sidewalk/roadway separation – The lateral distance in feet from the outside edge of pavement to the inside edge of the *sidewalk*.
- Signal – In this Handbook:
A *traffic control device* regulating the flow of traffic with green, yellow and red indications.
A traffic control device that routinely stops vehicles during the study period; excluded from this definition are flashing yellow lights, railroad crossings, draw bridges, yield signs, and other control devices.
- Signal density – The number of *signalized intersections* per mile.
- Signal type – The kind of traffic signal (*actuated, pretimed or semiactuated*) with respect to the way its *cycle length, phase plan, and phase times* are operated.
- Signalization characteristics – Same as *control*.
- Signalized intersection – A place where 2 roadways cross and have a signal controlling traffic movements.
- Signalized intersection spacing – The distance between *signalized intersections*.
- Software – FDOT's ARTPLAN, FREEPLAN, and HIGHPLAN preliminary engineering computer programs.
- Span of service – Same as *bus span of service*.
- Speed – In this Handbook the same as *average travel speed*, unless specifically noted.
- Speed limit – Same as *posted speed*.
- Standard – A Florida Department of Transportation formally established criterion for a specific or special activity to achieve a desired level of quality.
- Standards – Same as Statewide Minimum Level of Service Standards for the State Highway System.
- State Highway System (SHS) – All roadways that the Florida Department of Transportation operates and maintains; the State Highway System consists of the Florida Intrastate Highway System and other state roads.
- Statewide Minimum Level of Service Standards for the State Highway System – FDOT's Rule Chapter No. 14-94 to be used in the planning and operation of the State Highway System.
- Strategic Intermodal System (SIS) – Florida's system of transportation facilities and serves of statewide and interregional significance.
- Study hour – An hour period on which to base quality/level of service analyses of a facility or service.
- Study period – Same as *study hour*.
A length in time including a future year of analysis.
- Subsegment – A further breakdown of *segments*; in this Handbook primarily used for pedestrian level of service analysis where pedestrian roadway elements change between signalized intersections.

GLOSSARY

- System – A combination of facilities or services forming a *network*.
A combination of facilities selected for analysis.
- T – *Heavy vehicle factor*
- T7F – TRANSYT 7F – Software maintained by University of Florida. (similar to Synchro)
- Termini – In this Handbook the beginning and end points of a facility.
- Terrain – A general classification used for analyses in lieu of specific grades.
- Three-lane section – A roadway with 2 *thru lanes* separated by a *two-way left-turn lane*; in the Generalized Tables, a three-lane section is treated as a roadway with 2 lanes and a *median*; an exclusive passing lane on a two-lane highway is not considered a three-lane section.
- Threshold – The breakpoints between level of service differentiations.
- Threshold delay – The additional travel time represented by the difference between the time associated with a roadway's generally accepted speed (LOS D threshold in urbanized areas and LOS C threshold in non-urbanized areas) and *average travel speed*.
- Thru effective green ratio – The ratio of the *effective green time* (*g*) for the thru movement at a signal intersection to its *cycle length* (*C*).
(*g/C*)
- Thru lanes – Same as *number of thru lanes*.
- Thru movement – In this Handbook the traffic stream with the greatest number of vehicles passing directly through a point. Typically this is the straight-ahead movement, but occasionally it may be a turning movement.
- Traffic – A characteristic associated with the flow of vehicles.
- Traffic characteristics – Same as *traffic variables*.
- Traffic pressure – Effect of decreased vehicle *headways* under high-volume conditions as drivers are anxious to minimize their travel time.
- Traffic variables – Parameters associated with *traffic*.
- Transit – In this Handbook, the same as *bus*.
- Transit Capacity and Quality of Service Manual – The document and operational methodology from which this Handbook's bus quality/level of service analyses are based.
(TCQSM)
- Transit system structure – The Transit Capacity and Quality of Service Manual's analytical methodology of transit stops, route segments, and system.
- Transitioning – In the text of this Handbook, the same as *transitioning area*.
In the software of this Handbook, the same as *transitioning/urban*.
- Transitioning area – An area that exhibits characteristics between *rural* and *urbanized/urban*.
- Transitioning/urban – The grouping of transitioning areas and urban areas into one analysis category in the *Generalized Tables* and software.
- Transportation Concurrency Management Area – A geographically compact area designated in a *local government comprehensive plan* where intensive development exists, or is planned, so as to ensure adequate mobility and further the achievement of identified important state planning goals and policies, including discouraging the proliferation of urban sprawl, encouraging the revitalization of an existing downtown and any designated redevelopment area, protecting natural resources, protecting historic resources, maximizing the efficient use of existing public facilities, and promoting public transit, bicycling, walking, and other alternatives to the single-occupant automobile. A transportation concurrency management area may be established in a comprehensive plan in accordance with Rule 9J-5.0057, F.A.C.
(TCMA)

GLOSSARY

- Transportation planning boundaries – Precisely defined lines that delineate geographic areas. These boundaries are used throughout transportation planning in Florida; their mapping is described in FDOT’s Procedure Topic Number 525-010-024b.
- Transportation system structure – In this Handbook the 2000 Highway Capacity Manual’s analytical methodology of *points, segments, facilities, corridors, and areawide analysis*.
- Travel time – The average time spent by vehicles traversing a roadway.
- Truck – In this Handbook the same as *heavy vehicle*.
- Truck factor (T) – In this Handbook the same as *heavy vehicle factor (HV)*.
- Two-lane highway – A roadway with one lane in each direction on which passing maneuvers must be made in the opposing lane and, although occasional interruptions to flow at signalized intersections may exist, is generally *uninterrupted flow*.
- Two-way – Movement allowed in either direction.
- Two-way left-turn lane – A lane that simultaneously serves left turning vehicles traveling in opposite directions.
- Two-way stop control – The type of *traffic control* at an intersection where drivers on the minor street or a driver turning left from the major street wait for a gap in major-street traffic to complete a maneuver.
- Typical – In this Handbook a categorization of:
- outside lane width greater than or equal to 11.0 feet and less than 13.5 feet.
 - pavement condition of most of Florida’s roadways.
 - sidewalk/roadway separation greater than 3.0 feet and less than or equal to 8.0 feet.
- Undesignated – A type of *bicycle lane* usually at least 4 feet in width and does not contain a bicycle logo.
- Undesirable – In this Handbook a categorization of *pavement condition* with noticeable cracks and/or ruts in it.
- Undivided – As used in the Generalized Tables, a roadway with no *median*.
- Uninterrupted flow – A category of roadway not characterized by signals, stop signs or other fixed causes of periodic delay or interruption to the traffic stream.
- Uninterrupted flow highway – A non-freeway roadway that generally has *uninterrupted flow* (a combination of roadway segments which have average signalized intersection spacing greater than 2.0 miles); a two-lane highway or a multilane highway.
- Urban area – A place with a population between 5,000 and 50,000 and not in an *urbanized area*. The applicable boundary includes the Census’s urban area and the surrounding geographical area agreed upon by the FDOT, the local government, and the Federal Highway Administration (FHWA). The boundaries are commonly called FHWA Urban Area Boundaries and include those areas expected to develop medium density before the next decennial census.
- A general characterization of places where people live and work.
- Urban infill – A land development strategy aimed at directing higher density residential and mixed-use development to available sites in developed areas to maximize the use of adequate existing infrastructure; often considered an alternative to low density land development.
- Urbanized area – An area within an MPO’s designated urbanized area boundary. The minimum population for an urbanized area is 50,000 people.
- Based on the Census, any area the U.S. Bureau of Census designates as urbanized, together with any surrounding geographical area agreed upon by the FDOT, the relevant Metropolitan Planning Organization (MPO), and the Federal Highway Administration (FHWA), commonly called the FHWA Urbanized Area Boundary. The minimum population for an urbanized area is 50,000.
- Utilization – The dimension of *mobility* that addresses the quantity of operations with respect to *capacity*.
- v/c – The ratio of *demand flow rate* to *capacity* of a signalized intersection, segment or facility.
- Vehicle – In this Handbook, a motorized mode of transportation, unless specifically noted.

GLOSSARY

- Volume – In this Handbook usually the number of vehicles, and occasionally persons, passing a point on a roadway during a specified time period, often 1 hour; a volume may be measured or estimated, either of which could be a constrained value or a hypothetical demand volume.
- Weaving distance – A length of freeway over which traffic streams cross paths through lane changing maneuvers.
- Weighted effective green ratio – In this Handbook the average of the *critical intersection's* thru *g/C* and the average of all the other signalized intersections' thru *g/Cs* along the arterial facility.
- Weighted *g/C* – Same as *weighted effective green ratio*.
- Wide – In this Handbook a categorization of:
- outside lane width greater than or equal to 13.5 feet.
 - sidewalk/roadway separation greater than 8.0 feet.
- Worst case – In this Handbook for:
- arterials, *the critical intersection*.
 - freeways, usually the off ramp *influence area of an interchange*.

FIGURE 2

DEFICIENT ROADWAY SEGMENTS

CONGESTED SEGMENTS IN THE OKALOOSA/WALTON COUNTY URBANIZED AREA

Road	From	TO	C_2009	C_2014	C_2019
SR 4	SR189	US90 / SR10	NO	YES	YES
SR 20	SR285 / PARTIN DRIVE	ROCKY BAYOU BRIDGE	YES	YES	YES
SR 20	ROCKY BAYOU BRIDGE	SR 293 / WHITE POINT RD	YES	YES	YES
SR 30 (US 98)	SANTA ROSA COUNTY LINE	HURLBURT FIELD GATE	YES	YES	YES
SR 30 (US 98)	SR 393 / MARY ESTHER BOULEVARD	EASTERN LEG SR85 (FLORIDA PLACE)	NO	NO	YES
SR 30 (US 98)	EASTERN LEG SR85 (FLORIDA PLACE)	MILITARY BOUNDARY ON OKALOOSA ISLAND	YES	YES	YES
SR 30 (US 98)	EAST PASS BRIDGE (WEST END)	GULF SHORE DRIVE	YES	YES	YES
SR 30 (US 98)	GULF SHORE DRIVE	EMERALD COAST PARKWAY (OLD US98)	YES	YES	YES
SR 30 (US 98)	EMERALD COAST PARKWAY (OLD US98)	MATTHEW BOULEVARD	YES	YES	YES
SR 85 (JOHN SIMS PKWY)	GOVERNMENT AVE	SR85N	NO	NO	YES
SR 85	ANTIOCH RD.	I-10 (SR8)	YES	YES	YES
SR 85	I-10 (SR8)	US90 / SR10	YES	YES	YES
SR 85	US 90 / SR10	CR 188 / OLD BETHEL ROAD	YES	YES	YES
SR 123	SR85	SR85N	YES	YES	YES
SR 189 (BEAL PKWY)	SR 393 / MARY ESTHER BLVD. / OAK STREET	SR 188 / RACETRACK RD	YES	YES	YES
SR 189 (LEWIS TURNER BLVD)	SR 188 / RACETRACK RD	MOONEY ROAD	NO	NO	YES
SR 293	MID BAY BRIDGE RD S APPROACH	SR 20	YES	YES	YES
SR 393 (MARY ESTHER BLVD.)	ANCHORS ST	SR 189 / BEAL PARKWAY	NO	YES	YES
CR 4	P.J. ADAMS PARKWAY	SR 85 S FERDON BOULEVARD	YES	YES	YES
P.J. ADAMS PARKWAY	CR 4 ANTIOCH ROAD	SR 85 S FERDON BOULEVARD	YES	YES	YES
CR 20 (Hill Ave)	HOLLYWOOD BLVD	LOVEJOY RD	YES	YES	YES
MLK JR. BLVD	LOVEJOY ROAD	AJAX DRIVE	YES	YES	YES
MLK JR. BLVD	AJAX DRIVE	HURLBURT FIELD ROAD	YES	YES	YES
MLKJR.BLVD./GREEN ACRES DR	HURLBURT FIELD ROAD	SR 189	NO	YES	YES
CR 1719 (COLLEGE BLVD.)	SR 85	SR 285	NO	NO	YES
CR 2390	MARY ESTHER BLVD	SR 85	YES	YES	YES
General Bond Road	SR189	SR85	NO	NO	YES
SR 30 (US 98)	OKALOOSA COUNTY LINE	OLD US 98 / SR 30	YES	YES	YES
SR 30 (US 98)	OLD 98 / SR 30 / GULF PINES	MACK BAYOU ROAD	NO	NO	YES
SR 30 (US 98)	MACK BAYOU ROAD	CR 30A (West End)	YES	YES	YES
SR 30 (US 98)	OK-WL FHWA BOUNDARY (EAST OF CR 30 A)	CR 393	NO	NO	YES
SR 83	SR 30 / US 98	CHOCTAWATCHEE BAY BRIDGE (N. APPROACH)	NO	NO	YES
SR 30 (US 98)	CR 393	US 331/SR 83	NO	NO	YES

FIGURE 3

PAST STUDY TEAM RECOMMENDATIONS

CONGESTION MANAGEMENT PROCESS SUMMARY REPORT

STUDY SEGMENT

U.S. 98: FROM NAVARRE TO HURLBURT FIELD

Background- Each year Congestion Management Process Plans are updated indicating the Level of Service for roads in each of the Transportation Planning Organizations. After these plans are approved by each TPO a Congestion Management Process Review/Study Team is organized to study a particular segment for an analysis and to discuss short-term solutions to alleviating congestion for that particular corridor.

Highway 98 is a vital corridor connecting Pensacola and Fort Walton and is increasingly experiencing very heavy congestion. At the request of the Florida-Alabama TPO Technical Coordinating Committee a request was made to the Okaloosa-Walton TPO Advisory Committees asking if they would be willing to participate in a Joint Review/Study Team meeting to focus study on U.S. 98 from Navarre to Hurlburt Field. The Okaloosa-Walton TPO Advisory Committees agreed and meetings occurred in January, February, March, and April to analyze this corridor.

Findings- The Joint Florida-Alabama TPO/Okaloosa-Walton TPO Review/Study Team discussed a wide variety of concerns such as school buses stopping on the corridor, clearing accidents off of the roadway, traffic signal timing, construction of new lanes, carpooling and vanpooling, and flextime alternatives. It was decided that many parties needed to be involved to create short-term solutions in addressing the congestion between Navarre and Hurlburt Field. These parties were school officials, law enforcement, local government leaders and technical staff, the Florida Department of Transportation, the Military, the Northwest Florida Transportation Corridor Authority, and TPO Staff. All of these organizations participated in the process along with concerned citizens and other community groups and officials.

Recommendations- These recommendations are based on Review/Study Team discussion and the completed Congestion Mitigation Strategy Evaluation Checklists that were provided by TPO Staff. The primary focus of the Review/Study Team was short-range solutions to alleviating congestion on the study segment. In addition, the Florosa Elementary School brought safety concerns to the Review/Study Team and the Florida Department of Transportation and TPO Staff worked with the School Advisory Council and school officials to address the concerns that were raised. Considerations from FDOT for addressing these safety concerns are also provided.

THE TOP RECOMMENDATIONS FROM THE JOINT FLORIDA-ALABAMA TPO/OKALOOSA-WALTON TPO CONGESTION MANAGEMENT PROCESS REVIEW/STUDY TEAM FOCUSED ON:

- Median Modifications
- Incident Management
- Access Alterations
- Land Use Management
- Transit Service
- Intersection Changes
- Vanpooling
- Traffic Surveillance/Control
- Computerized Signal Systems
- Eliminate Some Of The School Bus Stops On U.S. 98
- Establish A Park and Ride
- Emphasize Commuter And Ride-Share Solutions
- Do Signal-Timing Review And Adjust Where Possible
- Have Local Governments Coordinate Across-County On Corridor Solutions
- Coordinate Start/Close Times With Large Employers Along The Corridor
- Explore Service Road Development Where There Is Room To Allow It And In Development Regional Impact and Planned Unit Development Areas
- Utilize Available Corridor Management Funding To Best Advantage
- Develop A Concurrency Policy
- Develop Strategies Among Local Governments For First Responders In Order To Keep The Corridor Clear During Peak Hours
- Recommendations from the US 98 Corridor Management Report (Provided By TPO Staff Upon Request)
- Develop an early warning system for accidents utilizing message boards, radio stations, television, utilize google earth for new route information, mark detour routes with cones or other devices etc.
- Determine if there is a possible way to fund wrecker services to replace the road ranger program
- Stagger wreckers along the study segment so traffic can be cleared more quickly
- Encourage interconnectivity
- Have signs educating motorists to move vehicles involved in minor accidents to the side of the road. It should be noted that law enforcement does not have to be present to move vehicles involved in minor accidents
- Increase public education regarding the roadways

Implementation- In order for the recommendations in this summary report to be effective there must be continued support and coordination with various local governments and agencies. TPO Staff will continue to coordinate by telephone, email, letters, meetings, and any other means available to ensure that these recommendations are adhered to and have the opportunity to help reduce congestion on US 98. TPO Staff will also develop a plan to implement as many of these recommendations as possible directly. By utilizing all of these different mechanisms of implementation the levels of congestion on the study segment can be impacted and decrease accordingly.

OKALOOSA-WALTON TPO

FINAL-ADOPTED APRIL 16, 2009

CONGESTION MANAGEMENT PROCESS SUMMARY REPORT

STUDY SEGMENT

State Road 30 (US 98) from the Okaloosa County Line to Old US
98/State Road 30

And

SIGNAL TIMING COORDINATION REQUEST

State Road 20 from State Road 85 (Government Avenue) to State
Road 293 (White Point Road)

Background- Each year Congestion Management Process (CMP) Plans are updated indicating the Level of Service for roads in each Transportation Planning Organization planning area. After these plans are approved by each TPO a CMP Review/Study Team is organized to study a particular segment for an analysis and to formulate short-term solutions to alleviating congestion.

Findings- The Okaloosa-Walton TPO CMP Review/Study Team chose SR 30 (US 98) from the Okaloosa County Line to Old US 98/SR 30 as the study segment for this year. In addition to this segment, a request was made for signal timing coordination on SR 20 from SR 85 (Government Avenue) to SR 293 (White Point Road). Many different parties were involved in the process including County and City governments, the Florida Department of Transportation, citizens, and TPO staff. The CMP Review/Study Team discussed a wide variety of concerns such as a park and ride lot at the Silver Sands Shopping Outlet, traffic signal timing, requesting the Florida Department of Transportation (FDOT) to conduct traffic operations studies, and carpooling and vanpooling.

Recommendations For SR 30 (US 98) from the Okaloosa County Line to Old US 98/SR 30 Segment- These recommendations are based on CMP Review/Study Team discussion and the completed “Man On the Street Interviews” conducted by TPO staff with citizens and businesses along the study segment. The recommendations from the Okaloosa-Walton TPO CMP Review/Study Team were:

- Install a Park and Ride Lot at the Silver Sands Shopping Outlet at the CR 2378 intersection
- Request the Florida Department of Transportation to conduct a traffic operations study at the Forest Shore Drive intersection on US 98
- Request the Florida Department of Transportation to send updates to the improvements at the CR 2378 (Old US 98) intersection on US 98

Recommendations For SR 20 from SR 85 (Government Avenue) to SR 293 (White Point Road) Segment/Signal Timing Coordination Request- These recommendations are based on CMP Review/Study Team discussion. Representatives from Okaloosa County and the City of Niceville, where the signal timing is in question, were present to discuss this topic. The representatives stated that there is a plan to adjust the signal timing on SR 20 but a timetable had not yet been set. The recommendations from the Okaloosa-Walton TPO CMP Review/Study Team were:

- Adjust the signal timing on SR 20 to improve traffic flow
- Request the Florida Department of Transportation to determine if the speed limit can be raised to 45 miles per hour on sections of SR 20

Implementation- In order for the recommendations in this summary report to be effective there must be continued support and coordination with various local governments and agencies. TPO Staff will develop an implementation plan next year working with the counties, municipalities, and FDOT to complete as many of these recommendations as possible. By utilizing all of these different mechanisms of implementation the levels of congestion on the study segment can be impacted and decrease accordingly.

FIGURE 4

ANALYSIS OF IMPLEMENTED RECOMMENDATIONS

ANALYSIS OF IMPLEMENTATION OF PAST RECOMMENDATIONS FROM THE REVIEW/STUDY TEAM

STUDY SEGMENT

U.S. 98: FROM NAVARRE TO HURLBURT FIELD

Background- In June 2010 the Review/Study teams in the region met to discuss what items from past recommendations had been implemented or were scheduled for implementation on the segment of U.S. 98 from Navarre to Hurlburt Field. It should be noted that these items are in no particular order and future items mentioned were to the best available knowledge of the members. If items from the recommendations list are not noted it is because there was no information of any changes on them.

Analysis of Implementation of Past Recommendations

1. Median Modifications- it was noted this recommendation was being covered through Corridor Management funds.
2. Transit Service- it was noted that there needs to be an assessment for bus rapid transit between Navarre and Milton.
3. Intersection Changes- it was noted that Coral Street and U.S. 98 had a median opening/ signal added and has modified turn lanes that are now stacking vehicles well.
4. Computerized Signal Systems- it was noted that Santa Rosa County will need additional staff (engineering staff) to accomplish this recommendation.
5. Vanpooling- it was noted that fifteen new vanpools had been established for the study segment.
6. Establish a Park and Ride Lot- it was noted that a park and ride lot was created at the Navarre Chamber of Commerce.
7. Do Signal Timing Review and Adjust Where Possible- it was noted that the traffic signal at Parrish Boulevard was adjusted and citizens that had initially complained about this intersection at the past meetings were now expressing appreciation for the improved traffic flow.
8. Coordinate Start/Close Times with Large Employers Along the Corridor- it was noted that the school system altered it's start and close times, which has helped with easing congestion. Also, Hurlburt Field staggers personnel schedules.

9. Develop a Concurrency Policy- it was noted that Santa Rosa County and Okaloosa County could coordinate on this item.

10. Develop Strategies Among Local Governments for First Responders In Order to Keep the Corridor Clear During Peak Hours- it was recommended that a letter be sent to the appropriate emergency responders and coordination take place in order to try and achieve this goal.

11. Develop an Early Warning System for Accidents Utilizing Message Boards, Radio Stations, Television, Utilize Good Earth for new Route Information, Mark Detour Routes with Cones or Other Devices Etc.- it was noted that the Intelligent Transportation Systems Plan is scheduled for adoption in September 2010 and this plan can be utilized to try and achieve this recommendation.

12. Determine if there is a Possible Way to Fund Wrecker Services to Replace the Road Ranger Program- the Florida Department of Transportation stated they would look into the possibility of road rangers being used on this study segment.

13. Encourage Interconnectivity- it was noted that new road standards, street design, and subdivision codes could be evaluated.

14. Increase Public Education Regarding the Roadways- it was noted that Holley Navarre Intermediate had a Walk Your Child to School event conducted through the Community Traffic Safety Team. Also, there was a Navarre Beach Causeway ribbon cutting ceremony that was featured in many articles reaching the public.

ANALYSIS OF IMPLEMENTATION OF PAST RECOMMENDATIONS FROM
THE REVIEW/STUDY TEAM

STUDY SEGMENT

State Road 30 (US 98) from the Okaloosa County Line to Old US
98/State Road 30

And

Signal Timing Coordination Request

State Road 20 from State Road 85 (Government Avenue) to State Road
293 (White Point Road)

Background- In June 2010 the Review/Study team met to discuss what items from past recommendations had been implemented or were scheduled for implementation on the segment of SR 30 (US 98) from the Okaloosa County Line to Old US 98/State Road 30 and SR 20 from SR 85 (Government Avenue) to SR 293 (White Point Road). It should be noted that these items are in no particular order and future items mentioned were to the best available knowledge of the members. If items from the recommendations list are not noted it is because there was no information of any changes on them.

Analysis of Implementation of Past Recommendations

1. Install a Park and Ride Lot at the Silver Sands Shopping Outlet at the CR 2378 intersection- it was noted that Ride On staff is evaluating if a park and ride lot can be established at this location or near this location.
2. Request the Florida Department of Transportation to conduct a traffic operations study at the Forest Shore Drive intersection on US 98- Eric Rosnick, with the Florida Department of Transportation, evaluated this intersection. Mr. Rosnick replied in an email the following "Based on what we saw and remember from the conversation yesterday the issue was people leaving Forest Shore and going right. We were there a little before lunch and traffic was high but there were plenty of gaps to get in and out. Sight distance is not a problem since this is a relatively flat area of 98 although you are on the ending portion of a super elevation. High traffic and high speed, 55 mph speed limit, are the only problems that are present that we could tell"

3. Request the Florida Department of Transportation to send updates to the improvements at the CR 2378 (Old US 98) intersection on US 98- the Florida Department of Transportation noted they would send updates on improvements to this intersection.
4. Adjust the signal timing on SR 20 to improve traffic flow- correspondence on this item is attached.
5. Request the Florida Department of Transportation to determine if the speed limit can be raised to 45 miles per hour on sections of SR 20- correspondence on this item is attached.

TABLE 1

2009 LEVEL OF SERVICE STATE
AND COUNTY ROADS

OKALOOSA COUNTY

WALTON COUNTY

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 4																
Santa Rosa County Line to SR189 Roadway ID 57080000	Minor Arterial	2	Undivided	1	0.11	9.00	Rural Undev	(C) 4,700	6	1,550	2002	1,500	C	(C) 260	81	C
											2003	1,400	C		75	C
											2004	1,550	C		84	C
											2005	1,500	C		81	C
											2006	1,600	C		86	C
											2007	1,750	C		94	C
											2008	1,400	C		75	C
											2009	1,550	C		84	C
											2014	1,700	C		92	C
											2019	1,900	C		102	C
SR189 to US90 / SR 10 Roadway ID 57080000	Minor Arterial	2	Undivided	0	0	3.74	Rural Undev	(C) 8,100	90	7,800	2002	7,200	C	(C) 430	388	C
											2003	6,900	C		372	C
											2004	7,300	C		393	C
											2005	7,900	C		426	C
											2006	8,200	D		442	D
											2007	7,800	C		420	C
											2008	7,300	C		393	C
											2009	7,800	C		420	C
											2014	8,600	D		464	D
											2019	9,500	D		512	D
SR 8 (I-10)																
Santa Rosa County Line to the OK-WL MPA Boundary (1.7 miles east of Wilkinson Bluff) Roadway ID 57002000	Principal Arterial	4	Divided	0	0	8.93	Rural Undev	(B) 37,100	2001 2002 318T	NA NA 22,325	2002	NA	NA	(B) 1,410	NA	NA
											2003	NA	NA		NA	NA
											2004	NA	NA		NA	NA
											2005	NA	NA		NA	NA
											2006	NA	NA		NA	NA
											2007	22,792	B		1,228	B
											2008	21,307	B		1,207	B
											2009	22,325	B		1,265	B
											2014	24,600	B		1,394	B
											2019	27,200	B		1,541	C
Segment is on the Strategic Intermodal System																

Updated 2010, using 2009 FDOT Generalized Q / LOS Tables. LOS Standards and Max Allowable Volumes are based on those established for State Roadways.
 E" following the count indicates an 'estimated count. "T" following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Planning Purposes Only.
 Not To Be Used For Concurrency Management Purposes. Prepared for the FY 2010/11 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 8 (I-10) (cont.)																
OK-WL MPA Boundary (1.7 miles East of Wilkinson Blvd) to Walton County Line Roadway ID 57002000	Principal Arterial	4	Divided	0	0	15.56	Trans	(C) 57,600	318T 2004	22,325 17,000	2002	18,226	B	(C) 2,980	942	B
											2003	19,150	B		990	B
											2004	21,150	B		1,093	B
											2005	18,600	NA		NA	NA
											2006	17,600	NA		NA	NA
											2007	20,846	B		1,124	B
											2008	19,804	B		1,024	B
											2009	19,663	B		1,017	B
											2014	18,800	B		972	B
											2019	20,700	B		1,070	B
Segment is on the Strategic Intermodal System																
SR 10 (US 90)																
Santa Rosa County Line to SR4 / Baker Highway Roadway ID 57010000	Minor Arterial	2	Undivided	0	0	10.56	Rural Undev	(C) 8,100	98 128 127 9	3,000 5,200 3,800 4,900	2002	3,400	B	(C) 430	183	B
											2003	3,450	B		186	B
											2004	3,575	B		193	B
											2005	4,200	B		226	B
											2006	4,500	B		243	C
											2007	4,425	B		239	B
											2008	3,900	B		210	B
											2009	4,225	B		228	B
											2014	4,700	C		253	C
											2019	5,200	C		280	C
SR4 / Baker Highway to OK-WL MPA Boundary (east of Ellis Road) Roadway ID 57010000	Minor Arterial	2	Undivided	0	0	0.6	Rural Developed	(C) 14,200	101 9	NA 4,900	2002	3,800	B	(C) 780	209	B
											2003	4,100	B		226	B
											2004	4,400	B		242	B
											2005	5,300	B		292	B
											2006	5,900	B		325	B
											2007	5,300	B		292	B
											2008	4,800	B		264	B
											2009	4,900	B		270	B
											2014	5,400	B		297	B
											2019	6,000	B		330	B

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 10 (US 90) (cont.)																
OK-WL MPA Boundary (east of Ellis Road) to 0.22 mi west of CR 4 / Antioch Road Roadway ID 57010000	Minor Arterial	2	Undivided	0	0.00	0.22	Trans	(C) 15,100	9 122 T	4,900 12,386	2002	7,328	B	(C) 800	391	B
											2003	7,789	B		416	B
											2004	8,525	C		455	C
											2005	9,150	C		488	C
											2006	9,696	C		517	C
											2007	9,327	C		498	C
											2008	8,663	C		462	C
											2009	8,643	C		461	C
											2014	9,500	C		507	C
											2019	10,500	C		560	C
0.22 mi west of CR 4 to CR 4 / Antioch Road Roadway ID 57010000	Minor Arterial	4	Divided	1	4.55	0.22	Trans	(C) 11,500	9 122 T	4,900 12,386	2002	7,328	C	(C) 610	391	C
											2003	7,789	C		416	C
											2004	8,525	C		455	C
											2005	9,150	C		488	C
											2006	9,696	C		517	C
											2007	9,327	C		498	C
											2008	8,663	C		462	C
											2009	8,643	C		461	C
											2014	9,500	C		507	C
											2019	10,500	C		560	C
CR 4 / Antioch Road to Old Bethel Road Roadway ID 57010000	Minor Arterial	4	Divided	1	0.613	1.63	Trans	(C) 32,100	122 T	12,386	2002	10,856	B	(C) 1,710	579	B
											2003	11,477	B		612	B
											2004	12,649	B		675	B
											2005	13,000	B		694	B
											2006	13,491	B		720	B
											2007	13,354	B		712	B
											2008	12,526	B		668	B
											2009	12,386	B		661	B
											2014	13,700	B		731	B
											2019	15,100	B		806	B

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 10 (US 90) (cont.)																
Old Bethel Road to SR85 / Ferdon Boulevard Roadway ID 57010000	Minor Arterial	4	Divided	1	0.63	1.6	Trans	(C) 32,100	21 1602 5053 5052	NA 19,700 16,800 17,600	2002	16,433	B	(C) 1,710	877	B
											2003	16,333	B		871	B
											2004	17,600	B		939	B
											2005	18,700	B		998	B
											2006	19,700	B		1,051	B
											2007	19,900	B		1,062	B
											2008	19,267	B		1,028	B
											2009	18,033	B		962	B
											2014	19,900	B		1,062	B
											2019	22,000	B		1,174	B
											SR85 / Ferdon Boulevard to Fairchild Road Roadway ID 57010000	Minor Arterial	4		Divided	0
2003	9,900	B	528	B												
2004	10,700	B	571	B												
2005	12,000	B	640	B												
2006	13,450	B	718	B												
2007	14,200	B	758	B												
2008	13,000	B	694	B												
2009	12,100	B	646	B												
2014	14,900	B	795	B												
2019	16,400	B	875	B												
Fairchild Road to the Walton County Line Roadway ID 57010000	Minor Arterial	2	Undivided	0	0	7.62	Trans	(C) 15,100	302 124	6,800 4,600				2002		
											2003	4,350	B	232	B	
											2004	4,950	B	264	B	
											2005	5,500	B	293	B	
											2006	6,000	B	320	B	
											2007	6,300	B	336	B	
											2008	5,500	B	293	B	
											2009	5,700	B	304	B	
											2014	6,500	B	347	B	
											2019	7,000	B	373	B	

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										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 20															
SR85N to 0.32 mi east of SR 85N Roadway ID 57040000	Principal Arterial	6	Divided	0	0	0.32	Urbanized (D) 96,400	5010 5008 T	42,000 NA	2002	42,000	B	(D) 4,980	2,171	B
										2003	42,500	B		2,197	B
										2004	43,550	B		2,252	B
										2005	42,750	B		2,210	B
										2006	45,250	B		2,339	B
										2007	47,250	B		2,443	B
										2008	48,000	B		2,482	B
										2009	42,000	B		2,171	B
										2014	46,400	B		2,399	B
										2019	51,200	B		2,647	B
SR85N to SR285/ Partin Drive Roadway ID 57040000	Principal Arterial	6	Divided	1	1.11	0.9	Urbanized (D) 55,300	5010 5008 T	42,000 NA	2002	42,000	B	(D) 2,940	2,171	B
										2003	42,500	B		2,197	B
										2004	43,550	B		2,252	B
										2005	42,750	B		2,210	B
										2006	45,250	C		2,339	B
										2007	47,250	C		2,521	C
										2008	48,000	C		2,561	C
										2009	42,000	B		2,241	B
										2014	46,400	C		2,475	C
										2019	51,200	C		2,732	C
SR285/ Partin Drive to Rocky Bayou Bridge Roadway ID 57040000	Principal Arterial	4	Divided	5	1.92	2.6	Urbanized (D) 36,700	1502 5076 5073 5009	36,500	2002	39,875	F	(D) 1,960	2,127	F
									34,500	2003	40,000	F		2,134	F
									37,500	2004	43,500	F		2,321	F
									43,000	2005	43,875	F		2,341	F
										2006	42,750	F		2,281	F
										2007	42,750	F		2,281	F
										2008	40,500	F		2,161	F
										2009	37,875	F		2,021	F
										2014	41,800	F		2,230	F
										2019	46,200	F		2,465	F

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 20 (cont.)																
Rocky Bayou Bridge to SR 293 /White Point Road Roadway ID 57040000	Principal Arterial	4	Divided	5	2.06	2.43	Urbanized	(D) 33,200	298 294	38,000 30,500	2002	33,000	D	(D) 1,770	1,761	D
											2003	33,000	D		1,761	D
											2004	36,750	F		1,961	F
											2005	37,300	F		1,990	F
											2006	38,000	F		2,027	F
											2007	36,750	F		1,961	F
											2008	35,250	F		1,881	F
											2009	34,250	E		1,827	E
											2014	37,800	F		2,017	F
											2019	41,800	F		2,230	F
SR 293/ White Point Road to Walton County Line Roadway ID 57040000	Principal Arterial	2	Undivided	0	0	1.5	Urbanized	(D) 22,200	110	8,500	2002	8,600	C	(D) 1,140	445	C
											2003	9,700	C		501	C
											2004	9,700	C		501	C
											2005	10,500	C		543	C
											2006	10,500	C		543	C
											2007	9,200	C		476	C
											2008	8,600	C		445	C
											2009	8,500	C		439	C
											2014	9,400	C		486	C
											2019	10,400	C		538	C
SR 30 (US 98)																
Santa Rosa County Line to Hurlburt Field Gate Roadway ID 57030000	Principal Arterial	4	Divided	2	0.34	5.85	Urbanized	(D) 36,700	167 T 306	36,403 37,000	2002	38,900	F	(D) 1,960	2,075	F
											2003	37,100	F		1,979	F
											2004	41,510	F		2,215	F
											2005	44,000	F		2,347	F
											2006	42,581	F		2,272	F
											2007	42,659	F		2,276	F
											2008	40,471	F		2,159	F
											2009	36,702	F		1,958	D
											2014	40,500	F		2,161	F
											2019	44,700	F		2,385	F

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR 30 (US 98) (cont.)																	
Hurlburt Field Gate to SR 393 / Mary Esther Boulevard Roadway ID 57030000	Principal Arterial	4	Divided	3	1.09	2.75	Urbanized	(D) 36,700	1705 T 5080	NA 30,000	2002	35,250	C	(D) 1,960	1,881	C	
											2003	35,000	C		1,867	C	
											2004	38,539	F		2,056	F	
											2005	42,200	F		2,251	F	
											2006	40,500	F		2,161	F	
											2007	40,250	F		2,147	F	
											2008	35,000	C		1,867	C	
											2009	30,000	C		1,601	C	
											2014	33,100	C		1,766	C	
											2019	36,600	D		1,953	D	
SR 393 /Mary Esther Boulevard to Eastern Leg SR85/ Florida Place/ (Undivided St. Mary to Florida Place) Roadway ID 57030000	Principal Arterial	4	Divided/ Undivided	4	1.333	3.0	Urbanized	(D) 36,700	1702 5038 5039 5040	28,500 NA 34,000 28,000	2002	32,700	C	(D) 1,960	1,745	C	
											2003	31,700	C		1,691	C	
											2004	33,834	C		1,805	C	
											2005	34,500	C		1,841	C	
											2006	33,667	C		1,796	C	
											2007	35,167	C		1,876	C	
											2008	35,167	C		1,876	C	
											2009	30,167	C		1,609	C	
											2014	33,300	C		1,777	C	
											2019	36,800	F		1,963	F	
Segment is undivided from .05 miles east of SR85 to Florida Place																	
Eastern Leg SR85 / Florida Place to Military Boundary / Beach Park Entrance on Okaloosa Island Roadway ID 57030000	Principal Arterial	4	Divided	3	2.6	1.17	Urbanized	(D) 33,200	5104 293 T 5083	39,000 47,817 33,500	2002	45,325	F	(D) 1,770	2,418	F	
											2003	45,800	F		2,443	F	
											2004	45,890	F		2,448	F	
											2005	45,200	F		2,411	F	
											2006	45,180	F		2,410	F	
											2007	46,229	F		2,466	F	
											2008	45,427	F		2,424	F	
											2009	40,106	F		2,140	F	
											2014	44,300	F		2,363	F	
											2019	48,900	F		2,609	F	
Backlogged Facility																	

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 30 (US 98) (cont.)																
Military Boundary to East Pass Bridge	Principal Arterial	4	Divided	0	0	4.06	Urbanized	(D) 64,300	18	34,500	2002	45,000	C	(D) 3,320	2,327	C
											2003	43,000	C		2,223	C
											2004	48,000	C		2,482	C
											2005	50,000	D		2,585	D
											2006	54,500	D		2,818	D
											2007	44,500	C		2,301	C
											2008	39,000	C		2,016	C
											2009	34,500	C		1,784	C
											2014	38,100	C		1,970	C
											2019	42,100	C		2,177	C
Roadway ID 57030000																
East Pass Bridge (west end) to Gulf Shore Drive	Principal Arterial	4	Divided	5	1.9	2.65	Urbanized	(D) 36,700	107 5136 5132 397 T	NA NA 40,500 NA	2002	48,250	F	(D) 1,960	2,574	F
											2003	52,000	F		2,774	F
											2004	51,050	F		2,724	F
											2005	51,800	F		2,764	F
											2006	50,750	F		2,708	F
											2007	50,250	F		2,681	F
											2008	47,500	F		2,534	F
											2009	40,500	F		2,161	F
											2014	44,700	F		2,385	F
											2019	49,400	F		2,635	F
Roadway ID 57030000																
Backlogged Facility																
Gulf Shore Drive to Emerald Coast Parkway/ Old US98	Principal Arterial	4	Divided	2	2	1.00	Urbanized	(D) 33,200	5130	47,000	2002	47,000	F	(D) 1,770	2,507	F
											2003	49,500	F		2,641	F
											2004	54,500	F		2,908	F
											2005	50,000	F		2,668	F
											2006	50,500	F		2,694	F
											2007	51,000	F		2,721	F
											2008	50,000	F		2,668	F
											2009	47,000	F		2,507	F
											2014	51,900	F		2,769	F
											2019	57,300	F		3,057	F
Roadway ID 57030000																
Backlogged Facility																

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										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR 30 (US 98) (cont.)																
Emerald Coast Parkway / Old US98 to Matthew Blvd Roadway ID 57030000	Principal Arterial	4	Divided	2	0.96	2.09	Urbanized (D) 36,700	273 5143	NA 41,500	2002	45,500	F	(D) 1,960	2,427	F	
										2003	50,500	F		2,694	F	
										2004	53,500	F		2,854	F	
										2005	52,000	F		2,774	F	
										2006	48,000	F		2,561	F	
										2007	55,000	F		2,934	F	
										2008	48,000	F		2,561	F	
										2009	41,500	F		2,214	F	
										2014	45,800	F		2,443	F	
										2019	50,600	F		2,700	F	
Matthew Blvd to Walton County Line Roadway ID 57030000	Principal Arterial	6	Divided	2	0.98	2.05	Urbanized (D) 55,300	5143	41,500	2002	45,500	C	(D) 2,940	2,427	C	
										2003	50,500	C		2,694	C	
										2004	53,500	C		2,854	C	
										2005	52,000	C		2,774	C	
										2006	48,000	C		2,561	C	
										2007	55,000	D		2,934	D	
										2008	48,000	C		2,561	C	
										2009	41,500	B		2,214	B	
										2014	45,800	C		2,443	C	
										2019	50,600	C		2,700	C	
SR 85																
US98 (SR30) to 1st Street Roadway ID 57040000	Principal Arterial	2	Undivided	1	3.23	0.31	Urbanized (D) 15,200	5043	6,800	2002	6,600	C	(D) 810	352	C	
										2003	7,300	C		389	C	
										2004	7,400	C		395	C	
										2005	7,000	C		373	C	
										2006	7,400	C		395	C	
										2007	7,400	C		395	C	
										2008	7,100	C		379	C	
										2009	6,800	C		363	C	
										2014	7,500	C		400	C	
										2019	8,300	C		443	C	

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 85 (cont.)																
US98 (SR30) to 1st Street Roadway ID 57040024	Principal Arterial	3	Undivided	1	7.69	0.13	Urbanized	(D) 21,150	5074	6,100	2002	7,400	C	(D) 1,125	395	C
											2003	7,700	C		411	C
											2004	6,700	C		357	C
											2005	7,100	C		379	C
											2006	7,500	C		400	C
											2007	7,300	C		389	C
											2008	6,200	C		331	C
											2009	6,100	C		325	C
											2014	6,700	C		357	C
											2019	7,400	C		395	C
1st Street to SR 188 / Racetrack Road / 4th Avenue Roadway ID 57040000	Principal Arterial	6	Divided	9	3.15	2.85	Urbanized	(D) 50,300	5108 1709 1704 5106 5045 5079	42,000 49,000 38,000 37,000 31,000 12,500	2002	36,350	C	(D) 2,680	1,939	C
											2003	37,950	C		2,025	C
											2004	40,000	D		2,134	D
											2005	39,300	D		2,097	D
											2006	39,800	D		2,123	D
											2007	41,817	D		2,231	D
											2008	38,583	C		2,058	C
											2009	34,916	C		1,863	C
											2014	38,600	C		2,059	C
											2019	42,600	D		2,273	D
Perry Ave to 1st St is 3 lanes southbound and 2 lanes northbound																
SR 188 / Racetrack Road / 4th Avenue to 12th Avenue Roadway ID 57030000	Principal Arterial	6	Divided	4	2.55	1.57	Urbanized	(D) 50,300	1707	38,500	2002	49,500	D	(D) 2,680	2,641	D
											2003	50,500	E		2,694	E
											2004	52,500	E		2,801	E
											2005	51,000	E		2,721	E
											2006	48,000	D		2,561	D
											2007	49,000	D		2,614	D
											2008	44,500	D		2,374	D
											2009	38,500	C		2,054	C
											2014	42,500	D		2,267	D
											2019	46,900	D		2,502	D
Backlogged Facility																

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 85 (cont.)																
12th Avenue to SR189 Roadway ID 57040000	Principal Arterial	4	Divided	1	.53	1.89	Urbanized	(D) 36,700	1710 307	38,500 17,300	2002	27,950	B	(D) 1,960	1,491	B
											2003	27,150	B		1,448	B
											2004	27,700	B		1,478	B
											2005	28,500	B		1,520	B
											2006	27,500	B		1,467	B
											2007	28,250	B		1,507	B
											2008	24,050	B		1,283	B
											2009	27,900	B		1,488	B
											2014	30,800	C		1,643	C
											2019	34,000	C		1,814	C
SR189 to SR190 Roadway ID 57040000	Principal Arterial	4	Divided	2	0.4	4.98	Urbanized	(D) 36,700	260 261	31,500 25,500	2002	28,250	B	(D) 1,960	1,507	B
											2003	28,500	B		1,520	B
											2004	30,000	C		1,601	C
											2005	30,750	C		1,641	C
											2006	30,500	C		1,627	C
											2007	31,250	C		1,667	C
											2008	27,500	B		1,467	B
											2009	28,500	B		1,520	B
											2014	31,500	C		1,681	C
											2019	34,700	C		1,851	C
Government Avenue SR190 to SR 397 / John Sims Parkway Roadway ID 57040000	Principal Arterial	4	Divided	1	1.25	0.80	Urbanized	(D) 36,700	5081 1507	19,100 17,900	2002	23,500	B	(D) 1,960	1,254	B
											2003	19,950	B		1,064	B
											2004	22,250	B		1,187	B
											2005	23,300	B		1,243	B
											2006	21,150	B		1,128	B
											2007	20,850	B		1,112	B
											2008	17,700	B		944	B
											2009	18,500	B		987	B
											2014	20,400	B		1,088	B
											2019	22,600	B		1,206	B

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR 85 (cont.)																	
John Sims Parkway Government Avenue to SR85N Roadway ID 57040000	Principal Arterial	6	Divided	1	1.53	0.65	Urbanized	(D) 55,300	1510	46,000	2002	43,000	B	(D) 2,940	2,294	B	
											2003	46,000	C		2,454	C	
											2004	46,500	C		2,481	C	
											2005	52,000	C		2,774	C	
											2006	50,500	C		2,694	C	
											2007	57,500	F		3,068	F	
											2008	52,000	C		2,774	C	
											2009	46,000	C		2,454	C	
											2014	50,800	C		2,710	C	
											2019	56,100	F		2,993	F	
Backlogged Facility Segment schedule to be 6-laned. Right-of-way currently being purchased FY 2006. No construction funds are currently programmed.																	
SR20 to College Boulevard Roadway ID 57050000	Principal Arterial	4	Divided	1	1.12	0.89	Urbanized	(D) 36,700	5016 5015	15,600 15,700	2002	14,950	B	(D) 1,960	798	B	
											2003	15,000	B		800	B	
											2004	16,850	B		899	B	
											2005	17,400	B		928	B	
											2006	18,400	B		982	B	
											2007	18,800	B		1,003	B	
											2008	15,350	B		819	B	
											2009	15,650	B		835	B	
											2014	17,300	B		923	B	
											2019	19,100	B		1,019	B	
College Boulevard to Antioch Road Roadway ID 57050000	Principal Arterial	4	Divided	2	0.15	13.088	Trans	(C) 33,800	1503 88 219 T	NA 32,000 14,295	2002	27,000	C	(C) 1,710	1,440	C	
											2003	31,000	C		1,654	C	
											2004	22,900	B		1,222	B	
											2005	24,800	B		1,323	B	
											2006	23,888	B		1,274	B	
											2007	24,019	B		1,281	B	
											2008	22,937	B		1,224	B	
											2009	23,148	B		1,235	B	
											2014	25,600	B		1,366	B	
											2019	28,200	C		1,504	C	
Segment is on the Strategic Intermodal System																	

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 85 (cont.)																
Antioch Road to I-10 (SR8) Roadway ID 57050000	Principal Arterial	4	Divided	3	1.72	1.74	Trans	(C) 32,100	1607	43,000	2002	34,000	D	(C) 1,710	1,814	F
											2003	35,000	F		1,867	F
											2004	41,000	F		2,187	F
											2005	46,500	F		2,481	F
											2006	48,000	F		2,561	F
											2007	45,000	F		2,401	F
											2008	42,500	F		2,267	F
											2009	43,000	F		2,294	F
											2014	47,500	F		2,534	F
											2019	52,400	F		2,796	F
Segment is on the Strategic Intermodal System																
I-10 (SR8) to US90 / SR 10 Roadway ID 57050000	Principal Arterial	4	Divided	5	1.87	2.68	Trans	(C) 32,100	1606 5060 5058	45,500 37,000 37,000	2002	33,850	F	(C) 1,710	1,806	F
											2003	34,500	F		1,841	F
											2004	39,000	F		2,081	F
											2005	40,300	F		2,150	F
											2006	41,667	F		2,223	F
											2007	41,167	F		2,196	F
											2008	39,833	F		2,125	F
											2009	39,833	F		2,125	F
											2014	44,000	F		2,347	F
											2019	48,600	F		2,593	F
US90 / SR 10 to CR 188/ Old Bethel Road Roadway ID 57060000	Principal Arterial	4	Divided	5	2.07	2.42	Trans	(C) 22,700	5057 5112 1603 1710	25,000 27,000 21,500 31,500	2002	22,200	C	(C) 1,210	1,184	C
											2003	22,500	C		1,200	C
											2004	25,334	D		1,352	D
											2005	26,700	D		1,424	D
											2006	28,333	D		1,512	D
											2007	28,000	D		1,494	D
											2008	25,000	D		1,334	D
											2009	24,500	D		1,307	D
											2014	27,100	D		1,446	D
											2019	29,900	D		1,595	D

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 85N (cont.)																
Old Bethel Road to MPA Boundary (south of Jim Green Road) Roadway ID 57060000	Principal Arterial	2	Undivided	0	0	3.842	Trans	(C) 15,100	138	4,800	2002	4,100	B	(C) 800	219	B
											2003	4,600	B		245	B
											2004	5,100	B		272	B
											2005	4,700	B		251	B
											2006	5,400	B		288	B
											2007	5,200	B		277	B
											2008	4,700	B		251	B
											2009	4,800	B		256	B
											2014	5,300	B		283	B
											2019	5,900	B		315	B
OK - WL MPA Boundary (S of Jim Green Road) to Walton County Line Roadway ID 57060000	Principal Arterial	2	Undivided	0	0	14.74	Rural Undev	(C) 8,100	138	4,800	2002	3,570	B	(C) 430	192	B
									51	4,200	2003	3,810	B		205	B
									54	3,700	2004	4,140	B		223	B
									118	3,300	2005	3,940	B		212	B
									9942T	3,800	2006	4,270	B		230	B
									356T	4,080	2007	4,229	B		228	B
											2008	3,843	B		207	B
											2009	3,980	B		215	B
											2014	4,400	B		237	B
											2019	4,900	C		264	C
SR 123																
SR85 to SR85N Roadway ID 57150000	Minor Arterial	2	Undivided	1	0.2	5.08	Trans	(D) 15,200	299	16,400	2002	14,400	D	(D) 800	768	D
											2003	14,100	C		752	D
											2004	15,800	F		843	F
											2005	17,200	F		918	F
											2006	16,300	F		870	F
											2007	16,800	F		896	F
											2008	15,900	F		848	F
											2009	16,400	F		875	F
											2014	18,100	F		966	F
											2019	20,000	F		1,067	F

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 145																
Perry Street US98(SR30) to SR85 / Eglin Parkway Roadway ID 57040001	Minor Arterial	3	Undivided	2	3.92	0.51	Urbanized	(D) 24,900	5128 5137	21,100 19,600	2002	19,900	D	(D) 1,328	1,062	D
											2003	21,600	D		1,152	D
											2004	22,550	D		1,203	D
											2005	21,300	D		1,136	D
											2006	22,300	D		1,190	D
											2007	24,450	D		1,304	D
											2008	20,050	D		1,070	D
											2009	20,350	D		1,086	D
											2014	22,500	D		1,200	D
											2019	24,800	D		1,323	D
SR 188																
Racetrack Road SR 189 / Beal Parkway to SR 85 / Eglin Parkway Roadway ID 57003000	Urban Arterial	4	Divided	5	1.93	2.59	Urbanized	(D) 36,700	5091 5126 5110	29,500 29,000 28,500	2002	32,300	C	(D) 1,960	1,723	C
											2003	33,700	C		1,798	C
											2004	33,667	C		1,796	C
											2005	32,300	C		1,723	C
											2006	33,500	C		1,787	C
											2007	37,833	F		2,018	F
											2008	34,500	C		1,841	C
											2009	29,000	B		1,547	B
											2014	32,000	C		1,707	C
											2019	35,400	C		1,889	C
SR 189																
Beal Parkway SR 30 / US98 to CR 85-A / Yacht Club Drive Roadway ID 57110000	Minor Arterial	4	Divided	3	2.3	1.3	Urbanized	(D) 33,200	5102 5138	13,400 18,800	2002	17,900	C	(D) 1,770	955	C
											2003	19,050	C		1,016	C
											2004	19,000	C		1,014	C
											2005	18,300	C		976	C
											2006	18,950	C		1,011	C
											2007	18,450	C		984	C
											2008	16,450	C		878	C
											2009	16,100	C		859	C
											2014	17,800	C		950	C
											2019	19,600	C		1,046	C

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 189 (cont.)																
Beal Parkway CR 85-A /Yacht Club Drive to SR 393 / Mary Esther Boulevard / Oak Street	Minor Arterial	4	Divided	2	1.3	1.55	Urbanized	(D) 36,700	5034 1701	24,500 27,500	2002	26,250	B	(D) 1,960	1,400	B
											2003	27,750	B		1,480	B
											2004	29,750	C		1,587	C
											2005	30,000	C		1,601	C
											2006	29,750	C		1,587	C
											2007	30,500	C		1,627	C
											2008	25,750	B		1,374	B
											2009	26,000	B		1,387	B
											2014	28,700	B		1,531	B
											2019	31,700	C		1,691	C
Roadway ID 57110000	Minor Arterial	4	Divided	4	2.7	1.46	Urbanized	(D) 33,200	5095 5123 T 5113	47,500 NA 42,500	2002	45,319	F	(D) 1,770	2,418	F
											2003	44,200	F		2,358	F
											2004	45,580	F		2,432	F
											2005	48,400	F		2,582	F
											2006	48,667	F		2,596	F
											2007	44,833	F		2,392	F
											2008	44,500	F		2,374	F
											2009	45,000	F		2,401	F
											2014	49,700	F		2,651	F
											2019	54,900	F		2,929	F
Backlogged Facility																
Lewis Turner Boulevard SR 188 / Racetrack Road to Mooney Road	Minor Arterial	4	Divided	3	1.42	2.11	Urbanized	(D) 36,700	5090 5089 250 T	34,000 NA 28,828	2002	33,700	C	(D) 1,960	1,798	C
											2003	35,200	C		1,878	C
											2004	35,710	D		1,905	D
											2005	38,600	F		2,059	F
											2006	39,192	F		2,091	F
											2007	39,034	F		2,082	F
											2008	35,913	D		1,916	D
											2009	31,414	C		1,676	C
											2014	34,700	C		1,851	C
											2019	38,300	F		2,043	F
Roadway ID 57130000																

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 189 (cont.)																
Lewis Turner Boulevard Mooney Road to SR85 Roadway ID 57130000	Minor Arterial	4	Divided	1	.28	3.6	Urbanized	(D) 36,700	1706 290	31,500 21,600	2002	27,650	B	(D) 1,960	1,475	B
											2003	29,500	C		1,574	C
											2004	30,350	C		1,619	C
											2005	31,300	C		1,670	C
											2006	29,400	C		1,568	C
											2007	29,000	B		1,547	B
											2008	26,250	B		1,400	B
											2009	26,550	B		1,416	B
											2014	29,300	B		1,563	C
											2019	32,400	C		1,729	C
SR85 to Eglin Boulevard / SR 397 Roadway ID 57130000	Minor Arterial	4	Divided	1	2	0.5	Urbanized	(D) 33,200	291	11,300	2002	11,800	C	(D) 1,770	630	C
											2003	13,500	C		720	C
											2004	13,300	C		710	C
											2005	13,700	C		731	C
											2006	12,900	C		688	C
											2007	13,100	C		699	C
											2008	11,700	C		624	C
											2009	11,300	C		603	C
											2014	12,500	C		667	C
											2019	13,800	C		736	C
SR 189																
SR 4 / Georgia Avenue to Alabama State Line Roadway ID 57070000	Minor Arterial	2	Undivided	0	0	14.4	Rural Undev	(C) 8,100	5 120 121 1	4,000 2,600 2,100 1,900	2002	2,338	B	(C) 430	126	B
											2003	2,400	B		129	B
											2004	2,500	B		135	B
											2005	2,800	B		151	B
											2006	2,688	B		145	B
											2007	2,538	B		137	B
											2008	2,375	B		128	B
											2009	2,650	B		143	B
											2014	2,900	B		156	B
											2019	3,200	B		172	B

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 190																
Valparaiso Boulevard SR85 to SR397 / John Sims Parkway Roadway ID 57040027	Minor Arterial	2	Undivided	0	0	1.25	Urbanized	(D) 22,200	1504 5022	3,500 3,400	2002	4,750	B	(D) 1,140	246	B
											2003	4,100	B		212	B
											2004	4,550	B		235	B
											2005	4,400	B		227	B
											2006	4,000	B		207	B
											2007	4,100	B		212	B
											2008	3,900	B		202	B
											2009	3,450	B		178	B
											2014	3,800	B		196	B
											2019	4,200	B		217	B
SR 285																
Partin Drive SR20 to Swift Creek Bridge (south end) Roadway ID 57090000	Minor Arterial	4	Divided	1	0.95	1.05	Urbanized	(D) 36,700	5077	8,000	2002	7,600	B	(D) 1,960	405	B
											2003	8,300	B		443	B
											2004	8,800	B		469	B
											2005	8,400	B		448	B
											2006	9,500	B		507	B
											2007	9,700	B		517	B
											2008	9,800	B		523	B
											2009	8,000	B		427	B
											2014	8,800	B		469	B
											2019	9,800	B		523	B
Swift Creek Bridge (south end) to College Boulevard / OK-WL Urbanized Area Boundary Roadway ID 57090000	Minor Arterial	4	Divided	1	1.33	.75	Urbanized	(D) 36,700	1506	7,300	2002	5,000	B	(D) 1,960	267	B
											2003	5,100	B		272	B
											2004	5,600	B		299	B
											2005	8,200	B		437	B
											2006	8,600	B		459	B
											2007	6,900	B		368	B
											2008	6,400	B		341	B
											2009	7,300	B		389	B
											2014	8,100	B		432	B
											2019	8,900	B		475	B

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 285 (cont.)																
College Boulevard / OK-WL Urbanized Area Boundary to the Walton County Line Roadway ID 57090000	Minor Arterial	2	Undivided	0	0	9.35	Trans	(C) 15,100	309 1513	5,400 NA	2002	4,900	B	(C) 800	261	B
											2003	5,400	B		288	B
											2004	5,700	B		304	B
											2005	6,100	B		325	B
											2006	5,800	B		309	B
											2007	6,000	B		320	B
											2008	4,300	B		229	B
											2009	5,400	B		288	B
											2014	6,000	B		320	B
											2019	6,600	B		352	B
SR 293																
Mid Bay Bridge Road US98 (SR30) to the Mid-Bay Bridge (south approach) Roadway ID 57518000	Minor Arterial	4	Divided	1	1	1	Urbanized	(D) 36,700	296 310	19,600 19,800	2002	16,300	B	(D) 1,960	870	B
											2003	18,100	B		966	B
											2004	22,000	B		1,174	B
											2005	22,000	B		1,174	B
											2006	21,150	B		1,128	B
											2007	20,050	B		1,070	B
											2008	18,500	B		987	B
											2009	19,700	B		1,051	B
											2014	21,800	B		1,163	B
											2019	24,000	B		1,280	B
Mid-Bay Bridge (south approach) to SR 20 Roadway ID 57518000	Minor Arterial	2	Divided	1	0.16	6.13	Urbanized	(D) 17,325	295	20,300	2002	16,000	C	(D) 924	854	C
											2003	17,200	D		918	D
											2004	19,500	F		1,040	F
											2005	21,500	F		1,147	F
											2006	21,500	F		1,147	F
											2007	20,000	F		1,067	F
											2008	19,500	F		1,040	F
											2009	20,300	F		1,083	F
											2014	22,400	F		1,195	F
											2019	24,700	F		1,318	F
Under Construction; Update for 2010 LOS analysis																

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 393																
Mary Esther Boulevard US98/ SR 30 to Anchors Street Roadway ID 57110028	Minor Arterial	4	Divided	4	4.6	0.87	Urbanized	(D) 28,200	5105	18,100	2002	19,100	D	(D) 1,500	1,019	D
											2003	20,500	D		1,094	D
											2004	21,000	D		1,120	D
											2005	23,000	D		1,227	D
											2006	22,500	D		1,200	D
											2007	18,200	D		971	D
											2008	19,900	D		1,062	D
											2009	18,100	D		966	D
											2014	20,000	D		1,067	D
											2019	22,100	D		1,179	D
Mary Esther Boulevard Anchors Street to SR 189/ Beal Parkway Roadway ID 57110028	Minor Arterial	4	Divided	5	5.17	0.968	Urbanized	(D) 28,200	1708 5098	23,500 31,000	2002	32,250	F	(D) 1,500	1,721	F
											2003	33,250	F		1,774	F
											2004	34,000	F		1,814	F
											2005	37,000	F		1,974	F
											2006	36,500	F		1,947	F
											2007	34,000	F		1,814	F
											2008	26,750	D		1,427	D
											2009	27,250	D		1,454	D
											2014	30,100	E		1,606	E
											2019	33,200	F		1,771	F
Backlogged Facility																
SR 397																
Eglin Boulevard SR85 to Eglin West Gate Roadway ID 57040026	Minor Arterial	4	Divided	0	0	0.71	Urbanized	(D) 64,300	190	11,500	2002	18,300	B	(D) 3,320	946	B
											2003	13,300	B		688	B
											2004	12,500	B		646	B
											2005	12,800	B		662	B
											2006	12,200	B		631	B
											2007	12,700	B		657	B
											2008	11,200	B		579	B
											2009	11,500	B		595	B
											2014	12,700	B		657	B
											2019	14,000	B		724	B

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 397 (cont.)																
John Sims Parkway Eglin Gate to SR190 / Broadway Avenue Roadway ID 57040025	Principal Arterial	4	Divided	0	0	1.4	Urbanized	(D) 64,300	5023 5024	19,300 18,600	2002	20,000	B	(D) 3,320	1,034	B
											2003	19,900	B		1,029	B
											2004	18,900	B		977	B
											2005	18,800	B		972	B
											2006	18,900	B		977	B
											2007	19,550	B		1,011	B
											2008	18,350	B		949	B
											2009	18,950	B		980	B
											2014	20,900	B		1,081	B
											2019	23,100	B		1,194	B
SR190 to SR85 Roadway ID 57040027	Principal Arterial	4	Divided	2	2.27	0.88	Urbanized	(D) 33,200	1505	24,500	2002	23,500	C	(D) 1,770	1,254	C
											2003	24,000	C		1,280	C
											2004	24,500	C		1,307	C
											2005	27,000	D		1,440	D
											2006	23,500	C		1,254	C
											2007	23,000	C		1,227	C
											2008	22,000	C		1,174	C
											2009	24,500	C		1,307	C
											2014	27,100	D		1,446	D
											2019	29,900	D		1,595	D

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY'S COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR 4																
Antioch Road SR 10 (US90) to P.J. Adams Pkwy	Urban Collector	2	Undivided	0	0	3.41	Trans	(C) 13,590	280	7,000	2002	5,400	B	(C) 720	288	B
											2003	5,100	B		272	B
											2004	5,600	B		299	B
											2005	6,400	B		341	B
											2006	6,900	B		368	B
											2007	6,600	B		352	B
											2008	6,200	B		331	B
											2009	7,000	B		373	B
											2014	7,800	C		416	C
											2019	8,600	C		459	C
P.J. Adams Pkwy to SR 85 S Ferdon Boulevard	Urban Collector	2	Undivided	0	0	2.14	Trans	(C) 13,590	283	16,500	2002	12,000	C	(C) 720	640	C
											2003	12,000	C		640	C
											2004	13,000	C		694	C
											2005	16,000	D		854	D
											2006	17,000	D		907	D
											2007	14,500	D		774	D
											2008	15,000	D		800	D
											2009	16,500	D		880	D
											2014	18,200	D		971	D
											2019	20,100	E		1,072	E
P.J. Adams Parkway																
CR 4 Antioch Road to SR 85 S Ferdon Boulevard	Urban Collector	2	Undivided	1	0.54	1.86	Trans	(C) 9,165	283	16,500	2002	12,000	F	(C) 488	640	F
											2003	12,000	F		640	F
											2004	13,000	F		694	F
											2005	16,000	F		854	F
											2006	17,000	F		907	F
											2007	14,500	F		774	F
											2008	15,000	F		800	F
											2009	16,500	F		880	F
											2014	18,200	F		971	F
											2019	20,100	F		1,072	F

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY'S COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR 20																
Hill Avenue Hollywood Boulevard to Lovejoy Road	Minor Arterial	2	Undivided	1	1.25	.8	Urbanized	(D) 10,725	5142 5097	15,500 18,000	2002	18,750	F	(D) 572	1,000	F
											2003	19,000	F		1,014	F
											2004	19,500	F		1,040	F
											2005	21,500	F		1,147	F
											2006	21,500	F		1,147	F
											2007	19,750	F		1,054	F
											2008	18,250	F		974	F
											2009	16,750	F		894	F
											2014	18,500	F		987	F
											2019	20,400	F		1,088	F
Martin Luther King Jr. Boulevard Lovejoy Road to Ajax Drive	Minor Arterial	3	Undivided	0	0.00	0.16	Urbanized	(D) 21,645	5141 5101	26,000 24,500	2002	29,250	F	(D) 1,112	1,512	F
											2003	28,750	F		1,486	F
											2004	29,500	F		1,525	F
											2005	28,800	F		1,489	F
											2006	27,250	F		1,409	F
											2007	28,750	F		1,486	F
											2008	26,500	E		1,370	E
											2009	25,250	E		1,305	E
											2014	27,900	F		1,442	F
											2019	30,800	F		1,592	F
Ajax Drive to Hurlburt Field Road	Minor Arterial	4	Divided	1	0.50	2.02	Urbanized	(D) 23,855	5141 5101	26,000 24,500	2002	29,250	F	(D) 1,274	1,512	F
											2003	28,750	F		1,486	F
											2004	29,500	F		1,525	F
											2005	28,800	F		1,489	F
											2006	27,250	F		1,409	F
											2007	28,750	F		1,486	F
											2008	26,500	F		1,414	F
											2009	25,250	F		1,347	F
											2014	27,900	F		1,488	F
											2019	30,800	F		1,643	F

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
Martin Luther King Jr. Boulevard/ Green Acres Drive Hurlburt Field Road to SR189	Minor Arterial	4	Divided	3	2	1.5	Urbanized	(D) 21,580	5115	20,500	2002	22,000	E	(D) 1,151	1,174	E
											2003	23,500	F		1,254	F
											2004	26,000	F		1,387	F
											2005	25,500	F		1,360	F
											2006	26,500	F		1,414	F
											2007	29,500	F		1,574	F
											2008	26,500	F		1,414	F
											2009	20,500	D		1,094	D
											2014	22,600	E		1,206	E
											2019	25,000	F		1,334	F
CR 30B																
Benning Drive US 98 (SR 30) to Legion Drive (Destin)	Urban Collector	2	Undivided	1	2.5	0.4	Urbanized	(D) 9,880	5135	4,500	2002	3,400	C	(D) 527	181	C
											2003	4,000	C		213	C
											2004	4,400	C		235	C
											2005	4,500	C		240	C
											2006	4,100	C		219	C
											2007	4,100	C		219	C
											2008	4,400	C		235	C
											2009	4,500	C		240	C
											2014	5,000	C		267	C
											2019	5,500	C		293	C
CR 188																
Old Bethel Road Jones Road to CB Drive	Urban Collector	2	Undivided	0	0	0.2	Trans	(C) 13,590	303	5,100	2002	5,700	B	(C) 720	304	B
											2003	4,700	B		251	B
											2004	5,100	B		272	B
											2005	5,600	B		299	B
											2006	5,600	B		299	B
											2007	5,000	B		267	B
											2008	5,000	B		267	B
											2009	5,100	B		272	B
											2014	5,600	B		299	B
											2019	6,200	B		331	B

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
Old Bethel Road CB Drive to SR 85	Urban Collector	2	Divided	1	2.5	0.4	Trans	(C) 6,416	303	5,100	2002	5,700	C	(C) 341	304	C
											2003	4,700	C		251	C
											2004	5,100	C		272	C
											2005	5,600	C		299	C
											2006	5,600	C		299	C
											2007	5,000	C		267	C
											2008	5,000	C		267	C
											2009	5,100	C		272	C
											2014	5,600	C		299	C
											2019	6,200	C		331	C
											Airport Road SR 85 to John Givens Road	Urban Collector	2		Undivided	0
2003	5,200	B	277	B												
2004	5,800	B	309	B												
2005	6,100	B	325	B												
2006	6,100	B	325	B												
2007	5,900	B	315	B												
2008	5,500	B	293	B												
2009	6,500	B	347	B												
2014	7,200	B	384	B												
2019	7,900	C	421	C												
CR 1719																
College Boulevard SR85 to SR285	Major Collector: SR 85 to 0.4 mi east of SR 85; Urban Collector: 0.4 mi east of SR 85 to SR 285	2	Undivided	1	0.49	2.06	Urbanized	(D) 10,725	1508 5118 1516	12,000 7,300 7200	2002	7,700	C	(D) 572	411	C
											2003	7,600	C		405	C
											2004	8,400	C		448	C
											2005	8,934	C		477	C
											2006	8,667	C		462	C
											2007	10,000	C		534	D
											2008	8,600	C		459	C
											2009	8,833	C		471	C
											2014	9,800	C		523	C
											2019	10,800	F		576	F

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR 2367 (Niceville)																
Palm Boulevard Bay Shore Drive to John Sims Parkway (SR 20)	Local Urban	2	Undivided	1	.58	1.7	Urbanized	(D) 10,725	5119 5120	5,600 7,400	2002	6,900	C	(D) 572	368	C
											2003	6,950	C		371	C
											2004	7,400	C		395	C
											2005	7,600	C		405	C
											2006	7,400	C		395	C
											2007	9,050	C		483	C
											2008	6,850	C		365	C
											2009	6,500	C		347	C
											2014	7,200	C		384	C
											2019	7,900	C		421	C
SR 20 to College Boulevard	Local Urban	2	Undivided	1	0.91	1.1	Urbanized	(D) 10,725	5121 5117	12,000 4,600	2002	6,600	C	(D) 572	352	C
											2003	6,100	B		325	B
											2004	7,300	C		389	C
											2005	7,500	C		400	C
											2006	7,150	C		381	C
											2007	7,650	C		408	C
											2008	8,250	C		440	C
											2009	8,300	C		443	C
											2014	9,400	C		501	C
											2019	10,500	D		560	D
CR 2386																
Lovejoy Road Hill Avenue to Mary Esther Boulevard	Urban Collector	2	Undivided	1	0.89	1.12	Urbanized	(D) 10,725	5100 5099	8,600 7,400	2002	6,500	C	(D) 572	347	C
											2003	6,950	C		371	C
											2004	7,700	C		411	C
											2005	8,600	C		459	C
											2006	8,400	C		448	C
											2007	9,600	C		512	C
											2008	7,950	C		424	C
											2009	8,000	C		427	C
											2014	8,800	C		469	C
											2019	9,800	C		523	C

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY'S COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR 2390																
Hollywood Boulevard Hill Avenue to Cristobal Road	Urban Collector	2	Divided	0	0	0.28	Urbanized	(D) 15,152	5139	8,300	2002	12,000	D	(D) 778	640	D
											2003	10,200	C		544	C
											2004	10,200	C		544	C
											2005	9,900	C		528	C
											2006	10,500	C		560	D
											2007	10,700	D		571	D
											2008	10,400	C		555	D
											2009	8,300	C		443	C
											2014	9,200	C		491	C
											2019	10,100	C		539	C
Cristobal Road to Mary Esther Boulevard	Urban Collector	4	Divided	1	1.89	0.53	Urbanized	(D) 23,855	5139	8,300	2002	12,000	B	(D) 1,274	640	B
											2003	10,200	B		544	B
											2004	10,200	B		544	B
											2005	9,900	B		528	B
											2006	10,500	B		560	B
											2007	10,700	B		571	B
											2008	10,400	B		555	B
											2009	8,300	B		443	B
											2014	9,200	B		491	B
											2019	10,100	B		539	B
Mary Esther Boulevard to SR85	Urban Collector	2	Undivided	5	1.43	3.5	Urbanized	(D) 10,725	5127	9,100	2002	13,275	F	(D) 572	708	F
									5111	10,600	2003	13,550	F		723	F
									5116	15,000	2004	13,600	F		726	F
									5092	11,500	2005	15,000	F		800	F
											2006	15,125	F		807	F
											2007	14,625	F		780	F
											2008	12,200	F		651	F
											2009	11,550	F		616	F
											2014	12,800	F		683	F
											2019	14,100	F		752	F

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY'S COUNTY ROADS																
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR 2390 (cont')																
SR85 to Terminus	Urban Collector	4	Divided	0	0	0.94	Urbanized	(D) 57,870	5114	8,100	2002	8,800	B	(D) 2,988	455	B
											2003	9,000	B		465	B
											2004	9,300	B		481	B
											2005	10,000	B		517	B
											2006	10,500	B		543	B
											2007	9,500	B		491	B
											2008	8,700	B		450	B
											2009	8,100	B		419	B
											2014	8,900	B		460	B
											2019	9,900	B		512	B
General Bond Road																
SR189 to SR85	Urban Collector	2	One-Way	0	0	1.2	Urbanized	(D) 11,988	308	10,000	2002	10,500	D	(D) 616	543	D
											2003	9,700	D		501	D
											2004	11,000	D		569	D
											2005	12,500	E		646	E
											2006	11,500	D		595	D
											2007	12,000	E		620	E
											2008	9,800	D		507	D
											2009	10,000	D		517	D
											2014	11,000	D		569	D
											2019	12,200	E		631	E
Main Street (Destin)																
US 98 (SR 30) to Airport Road	Urban Local	4	Divided	1	1	1	Urbanized	(D) 33,030	5133	8,900	2002	9,800	B	(D) 1,764	523	B
											2003	10,300	B		550	B
											2004	10,200	B		544	B
											2005	10,700	B		571	B
											2006	12,000	B		640	B
											2007	12,000	B		640	B
											2008	11,300	B		603	B
											2009	8,900	B		475	B
											2014	9,800	B		523	B
											2019	10,900	B		582	B

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY'S COUNTY ROADS																
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
Santa Rosa Boulevard																
Eglin AFB Boundary to US98 (SR30)	Urban Collector	4	Divided	1	0.5	2	Urbanized	(D) 23,855	5129	16,000	2002	14,500	B	(D) 1,274	774	B
											2003	16,400	B		875	B
											2004	16,700	B		891	B
											2005	17,800	B		950	B
											2006	15,800	B		843	B
											2007	16,000	B		854	B
											2008	16,400	B		875	B
											2009	16,000	B		854	B
											2014	17,700	B		944	B
											2019	19,500	C		1,040	C

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 8 (I-10)																
Okaloosa County Line to SR 285 Roadway ID 60002000	Principal Arterial	4	Divided	0	0	2.471	Trans	(C) 57,600	2004 (Oka. Co. Count Station)	17,000	2002	15,600	B	(C) 2,980	807	B
											2003	16,800	B		869	B
											2004	19,800	B		1,024	B
											2005	18,600	B		962	B
											2006	17,600	B		910	B
											2007	18,900	B		977	B
											2008	18,300	B		946	B
											2009	17,000	B		879	B
											2014	18,769	B		970	B
											2019	20,723	B		1,071	B
											Segment is on the Strategic Intermodal System					
SR 285 to SR 83 (US 331)																
SR 285 to SR 83 (US 331) Roadway ID 60002000	Principal Arterial	4	Divided	0	0	15.1	Trans	(C) 57,600	9928 T	18,812	2002	19,116	B	(C) 2,980	988	B
											2003	20,000	B		1,034	B
											2004	20,112	B		1,040	B
											2005	19,900	B		1,029	B
											2006	19,717	B		1,019	B
											2007	19,802	B		1,024	B
											2008	19,100	B		987	B
											2009	18,812	B		973	B
											2014	20,770	B		1,074	B
											2019	22,932	B		1,186	B
											Segment is on the Strategic Intermodal System					
SR 83 (US 331) to the OK-WL MPA Boundary (east of County Highway 280)																
SR 83 (US 331) to the OK-WL MPA Boundary (east of County Highway 280) Roadway ID 60002000	Principal Arterial	4	Divided	0	0	3.04	Trans	(C) 57,600	287 T	19,335	2002	18,637	B	(C) 2,980	964	B
											2003	19,334	B		1,000	B
											2004	19,919	B		1,030	B
											2005	20,200	B		1,044	B
											2006	19,818	B		1,025	B
											2007	19,799	B		1,024	B
											2008	19,100	B		987	B
											2009	19,335	B		1,000	B
											2014	21,347	B		1,104	B
											2019	23,569	B		1,219	B
											Segment is on the Strategic Intermodal System					

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 8 (I-10) (cont.)																
OK-WL MPA Boundary (east of County Highway 280) to the Holmes County Line Roadway ID 60002000	Principal Arterial	4	Divided	0	0	6.85	Rural Undev	(B) 37,100	287 T	19,335	2002	18,637	B	(B) 2,100	1,056	B
											2003	19,334	B		1,095	B
											2004	19,919	B		1,128	B
											2005	20,200	B		1,144	B
											2006	19,818	B		1,123	B
											2007	19,799	B		1,122	B
											2008	19,100	B		1,082	B
											2009	19,335	B		1,095	B
											2014	21,347	B		1,209	B
											2019	23,569	B		1,335	B
Segment is on the Strategic Intermodal System																
SR10 (US90)																
Okaloosa County Line to SR 285 Roadway ID 60010000	Minor Arterial	2	Undivided	0	0	2.688	Trans	(C) 15,100	6 124	6,100 NA	2002	4,100	B	(C) 800	219	B
											2003	4,450	B		237	B
											2004	4,950	B		264	B
											2005	5,450	B		291	B
											2006	5,450	B		291	B
											2007	6,600	B		352	B
											2008	6,200	B		331	B
											2009	6,100	B		325	B
											2014	8,163	C		436	C
											2019	10,924	C		583	C
SR 285 to SR 187 / US 331 Roadway ID 60010000	Minor Arterial	2	Undivided	1	0.080	12.17	Trans	(C) 14,100	101 6	7,200 6,100	2002	7,200	B	(C) 750	384	B
											2003	6,350	B		339	B
											2004	6,950	B		371	B
											2005	7,300	B		389	B
											2006	6,950	B		371	B
											2007	7,750	B		413	B
											2008	6,850	B		365	B
											2009	6,650	B		355	B
											2014	7,342	B		392	B
											2019	8,106	B		432	B

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S STATE ROADS																												
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.														
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS												
SR10 (US90) (cont.)																												
SR 187 / US331 to Baldwin Avenue Roadway ID 60010000	Minor Arterial	4	Divided	2	0.673	2.97	Trans	(C) 32,100	1502 1504 5006 5007 5008	8,700 12,200 14,300 NA 6,600	2002	10,100	B	(C) 1,710	539	B												
											2003	10,360	B		553	B												
											2004	10,760	B		574	B												
											2005	12,000	B		640	B												
											2006	12,875	B		687	B												
											2007	11,350	B		606	B												
											2008	12,050	B		643	B												
											2009	10,450	B		558	B												
											2014	12,700	B		678	B												
											2019	13,500	B		720	B												
											Segment is undivided from 5th Street to Baldwin Avenue																	
											Baldwin Avenue to the OK-WL MPA Boundary (County Highway 183) Roadway ID 60010000	Minor Arterial	2		Undivided	0	0	2.1	Trans	(C) 15,100	1501 10 5009	5,600 3,200 6,700	2002	5,150	B	(C) 800	275	B
2003	3,600	B	192	B																								
2004	4,500	B	240	B																								
2005	4,750	B	253	B																								
2006	5,933	B	317	B																								
2007	5,867	B	313	B																								
2008	5,333	B	285	B																								
2009	5,167	B	276	B																								
2014	6,400	B	341	B																								
2019	7,300	B	389	B																								
OK-WL MPA Boundary (County Highway 183) to the Holmes County Line Roadway ID 60010000	Minor Arterial	2	Undivided	0	0	2.15	Rural Developed	(C) 14,200	10	3,200				2002									4,400	B	(C) 780		242	B
														2003									3,400	B			187	B
											2004	3,600	B	198	B													
											2005	3,800	B	209	B													
											2006	4,000	B	220	B													
											2007	3,700	B	204	B													
											2008	3,400	B	187	B													
											2009	3,200	B	176	B													
											2014	3,533	B	194	B													
											2019	3,901	B	215	B													

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR 20																	
Okaloosa County Line to Eagle Creek Roadway ID 60030000	Principal Arterial	2	Undivided	0	0	1.5	Urbanized	(D) 22,200	90	5,200	2002	4,800	B	(D) 1,140	248	B	
											2003	4,600	B		238	B	
											2004	5,100	B		264	B	
											2005	5,500	B		284	B	
											2006	5,800	B		300	B	
											2007	5,300	B		274	B	
											2008	5,300	B		274	B	
											2009	5,200	B		269	B	
											2014	5,900	B		305	B	
											2019	6,400	B		331	B	
Eagle Creek to OK-WL Urbanized Area Boundary (east of Eastern Street in Grassy Cove) Roadway ID 60030000	Principal Arterial	2	Undivided	0	0	2.87	Urbanized	(D) 22,200	90	5,200	2002	4,800	B	(D) 1,140	248	B	
											2003	4,600	B		238	B	
											2004	5,100	B		264	B	
											2005	5,500	B		284	B	
											2006	5,800	B		300	B	
											2007	5,300	B		274	B	
											2008	5,300	B		274	B	
											2009	5,200	B		269	B	
											2014	5,900	B		305	B	
											2019	6,400	B		331	B	
OK-WL Urbanized Boundary (east of Eastern Street in Grassy Cove) to Basin Bayou Roadway ID 60030000	Principal Arterial	2	Undivided	0	0	4.706	Trans	(C) 15,100	90	5,200	2002	4,700	B	(C) 800	251	B	
											2003	4,600	B		245	B	
											2004	5,100	B		272	B	
											2005	5,500	B		293	B	
											2006	5,800	B		309	B	
											2007	5,300	B		283	B	
											2008	5,300	B		283	B	
											2009	5,200	B		277	B	
											2014	5,900	B		315	B	
											2019	6,400	B		341	B	

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 20 (cont.)																
Basin Bayou to CR 83A west end Roadway ID 60030000	Principal Arterial	2	Undivided	0	0	5.554	Trans	(C) 15,100	89	4,700	2002	4,600	B	(C) 800	245	B
											2003	4,000	B		213	B
											2004	5,300	B		283	B
											2005	5,500	B		293	B
											2006	5,400	B		288	B
											2007	5,000	B		267	B
											2008	4,200	B		224	B
											2009	4,700	B		251	B
											2014	5,189	B		277	B
											2019	5,729	B		306	B
CR 83A west end to US 331N / North Madison Street Roadway ID 60030000	Principal Arterial	2	Undivided	1	0.474	2.108	Trans	(C) 14,100	89	4,700	2002	4,600	B	(C) 750	245	B
											2003	4,000	B		213	B
											2004	5,300	B		283	B
											2005	5,500	B		293	B
											2006	5,400	B		288	B
											2007	5,000	B		267	B
											2008	4,200	B		224	B
											2009	4,700	B		251	B
											2014	5,189	B		277	B
											2019	5,729	B		306	B
US 331N / Madison Street to US 331S / SR 83 Roadway ID 60030000	Principal Arterial	2	Undivided	1	0.999	1.001	Trans	(C) 14,100	107	7,400	2002	17,100	F	(C) 750	912	F
											2003	10,300	C		550	C
											2004	12,600	C		672	C
											2005	14,700	D		784	D
											2006	13,600	C		726	C
											2007	13,800	C		736	C
											2008	8,000	B		427	B
											2009	7,400	B		395	B
											2014	8,170	B		436	B
											2019	9,021	C		481	C

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 20 (cont.)																
US 331S / SR 83 to the Washington County Line (OK-WL MPA Boundary) Roadway ID 60030000	Principal Arterial	2	Undivided	0	0	14.25	Trans	(C) 15,100	69	4,800	2002	5,100	B	(C) 800	272	B
											2003	4,800	B		256	B
											2004	5,000	B		267	B
											2005	5,100	B		272	B
											2006	5,000	B		267	B
											2007	4,600	B		245	B
											2008	4,800	B		256	B
											2009	4,800	B		256	B
											2014	5,300	B		283	B
											2019	5,851	B		312	B
SR 30 (US 98)																
Okaloosa County line to Old US 98 / SR 30 Roadway ID 60020001	Principal Arterial	4	Divided	4	1.263	3.168	Urbanized	(C) 35,500	168 T	43,850	2002	40,045	F	(C) 1,890	2,136	F
											2003	44,200	F		2,358	F
											2004	45,983	F		2,453	F
											2005	47,400	F		2,529	F
											2006	47,408	F		2,529	F
											2007	48,281	F		2,576	F
											2008	47,000	F		2,507	F
											2009	43,850	F		2,339	F
											2014	50,400	F		2,689	F
											2019	53,300	F		2,844	F
Segment is on the Strategic Intermodal System																
Old 98 / SR 30/ Gulf Pines to Mack Bayou Road Roadway ID 60020000	Principal Arterial	6	Divided	3	1.124	2.67	Urbanized	(C) 53,700	253	39,000	2002	34,000	B	(C) 2,860	1,814	B
											2003	33,000	B		1,761	B
											2004	35,000	B		1,867	B
											2005	43,500	B		2,321	B
											2006	44,500	B		2,374	B
											2007	45,000	B		2,401	C
											2008	44,000	B		2,347	B
											2009	39,000	B		2,081	B
											2014	52,000	C		2,774	C
											2019	59,200	F		3,158	F
Segment is on the Strategic Intermodal System																

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 30 (US 98) (cont.)																
Mack Bayou Road To CR30A (west end) Roadway ID 60020000	Principal Arterial	4	Divided	2	1.163	1.72	Urbanized	(C) 35,500	255 257	42,500 29,000	2002	25,250	B	(C) 1,890	1,347	B
											2003	27,000	B		1,440	B
											2004	33,500	C		1,787	C
											2005	37,500	F		2,001	F
											2006	36,500	D		1,947	D
											2007	34,000	C		1,814	C
											2008	34,000	C		1,814	C
											2009	35,750	D		1,907	D
											2014	44,000	F		2,347	F
											2019	50,500	F		2,694	F
Segment is on the Strategic Intermodal System																
CR 30A (west end) to FHWA Boundary (east of CR 30A) Roadway ID 60020000	Principal Arterial	4	Divided	0	0.00	0.23	Urbanized	(C) 49,600	252	24,000	2002	19,500	B	(C) 2,560	1,040	B
											2003	24,000	B		1,280	B
											2004	26,500	B		1,414	B
											2005	30,000	B		1,601	B
											2006	29,500	B		1,574	B
											2007	28,000	B		1,494	B
											2008	28,000	B		1,494	B
											2009	24,000	B		1,280	B
											2014	31,800	B		1,697	B
											2019	35,100	C		1,873	C
Segment is on the Strategic Intermodal System																
OK-WL FHWA Boundary (east of CR 30A) to CR 393 Roadway ID 60020000	Principal Arterial	4	Divided	1	0.39	2.58	Trans	(C) 32,100	252	24,000	2002	19,500	B	(C) 1,710	1,040	B
											2003	24,000	B		1,280	B
											2004	26,500	B		1,414	B
											2005	30,000	C		1,601	C
											2006	29,500	C		1,574	C
											2007	28,000	C		1,494	C
											2008	28,000	C		1,494	C
											2009	24,000	B		1,280	C
											2014	31,800	C		1,697	C
											2019	35,100	F		1,873	F
Segment is on the Strategic Intermodal System																

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 30 (US 98) (cont.)																
CR 393 to US 331 / SR 83 Roadway ID 60020000	Principal Arterial	4	Divided	1	0.335	2.984	Trans	(C) 32,100	261	21,500	2002	15,400	B	(C) 1,710	822	B
											2003	17,000	B		907	B
											2004	22,500	B		1,200	B
											2005	23,000	B		1,227	B
											2006	23,000	B		1,227	B
											2007	24,500	B		1,307	B
											2008	23,000	B		1,227	B
											2009	21,500	B		1,147	B
											2014	29,200	C		1,558	C
											2019	33,900	F		1,809	F
Segment is on the Strategic Intermodal System																
US 331/SR 83 to CR 395 Roadway ID 60020000	Principal Arterial	4	Divided	2	0.642	3.115	Trans.	(C) 32,100	141 265	19,000 14,300	2002	12,500	B	(C) 1,710	667	B
											2003	13,600	B		726	B
											2004	18,150	B		968	B
											2005	19,400	B		1,035	B
											2006	20,000	B		1,067	B
											2007	18,950	B		1,011	B
											2008	17,950	B		958	B
											2009	16,650	B		888	B
											2014	22,700	B		1,211	B
											2019	25,900	B		1,382	B
Segment is on the Strategic Intermodal System																
CR 395 to the Bay County Urbanized Area Boundary (Side Camp Road) Roadway ID 60020000	Principal Arterial	4	Divided	0	0	8.06	Trans.	(C) 45,400	270 265	10,200 14,300	2002	10,200	B	(C) 2,420	544	B
											2003	9,600	B		512	B
											2004	13,150	B		702	B
											2005	14,150	B		755	B
											2006	15,600	B		832	B
											2007	14,850	B		792	B
											2008	14,250	B		760	B
											2009	12,250	B		654	B
											2014	16,393	B		875	B
											2019	21,938	B		1,170	B
Segment is on the Strategic Intermodal System																

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 30 (US 98) (cont.)																
Bay County Urbanized Area Boundary (Side Camp Road) to the Bay County Line (OK-WL MPA Boundary) Roadway ID 60020000	Principal Arterial	4	Divided	1	0.397	2.52	Urbanized	(C) 35,500	270	10,200	2002	8,400	B	(C) 1,890	448	B
											2003	6,900	B		368	B
											2004	10,400	B		555	B
											2005	11,100	B		592	B
											2006	13,200	B		704	B
											2007	12,800	B		683	B
											2008	12,000	B		640	B
											2009	10,200	B		544	B
											2014	13,650	B		728	B
											2019	18,267	B		975	B
Segment is on the Strategic Intermodal System																
SR 81																
SR 20 to the OK-WL MPA Boundary Roadway ID 60100000	Major Collector	2	Undivided	0	0	1.39	Trans	(C) 15,100	245	2,100	2002	2,000	B	(C) 800	107	B
											2003	2,100	B		112	B
											2004	2,100	B		112	B
											2005	2,400	B		128	B
											2006	2,400	B		128	B
											2007	2,600	B		139	B
											2008	2,100	B		112	B
											2009	2,100	B		112	B
											2014	2,400	B		128	B
											2019	2,600	B		139	B
OK-WL MPA Boundary (North of west end of Windmill Road) to CR 183 Roadway ID 60100000	Major Collector	2	Undivided	0	0	11.76	Rural Undev	(C) 8,100	12	2,100	2002	2,100	B	(C) 430	113	B
											2003	1,900	B		102	B
											2004	2,300	B		124	B
											2005	2,500	B		135	B
											2006	2,500	B		135	B
											2007	2,900	B		156	B
											2008	2,600	B		140	B
											2009	2,100	B		113	B
											2014	2,810	B		151	B
											2019	3,761	B		203	B

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 81 (cont.)																
CR 183 to the Holmes County Line Roadway ID 60100000	Major Collector	2	Undivided	0	0	4.77	Rural Undev	(C) 8,100	12 520018	2,100 2,700	2002	2,300	B	(C) 430	124	B
											2003	1,925	B		104	B
											2004	2,350	B		127	B
											2005	2,550	B		137	B
											2006	2,500	B		135	B
											2007	2,900	B		156	B
											2008	2,600	B		140	B
											2009	2,400	B		129	B
											2014	3,000	B		162	B
											2019	3,400	B		183	B
SR 83 (US 331S)																
SR 30 / US 98 to the Choctawatchee Bay Bridge (south approach) Roadway ID 60040000	Principal Arterial	4	Divided	0	0	1.64	Trans.	(C) 45,400	123	12,200	2002	13,100	B	(C) 2,420	699	B
											2003	8,000	B		427	B
											2004	9,600	B		512	B
											2005	12,000	B		640	B
											2006	13,900	B		742	B
											2007	13,100	B		699	B
											2008	12,400	B		662	B
											2009	12,200	B		651	B
											2014	14,600	B		779	B
											2019	16,300	B		870	B
Segment is on the Strategic Intermodal System Segment is divided from US98 north approximately 1 mile.																
Choctawatchee Bay Bridge (south approach) to SR 20 Roadway ID 60040000	Principal Arterial	2	Undivided	1	0.124	8.07	Trans.	(C) 14,100	275	11,500	2002	12,500	C	(C) 750	667	C
											2003	8,100	B		432	B
											2004	10,500	C		560	C
											2005	11,500	C		614	C
											2006	12,500	C		667	C
											2007	12,000	C		640	C
											2008	11,500	C		614	C
											2009	11,500	C		614	C
											2014	12,800	C		683	C
											2019	13,800	C		736	C
Segment is on the Strategic Intermodal System																

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 83 (US331) (cont.)																
SR 20 to CR 883 / Madison Street Roadway ID 60040000	Principal Arterial	2	Undivided	0	0.000	4.3	Trans.	(C) 15,100	275 1511	11,500 11,900	2002	11,350	C	(C) 800	606	C
											2003	8,600	C		459	C
											2004	10,600	C		566	C
											2005	12,550	C		670	C
											2006	12,500	C		667	C
											2007	12,300	C		656	C
											2008	13,650	C		728	C
											2009	11,700	C		624	C
											2014	15,000	C		800	C
											2019	16,900	D		902	D
Segment is on the Strategic Intermodal System																
CR 883 / Madison Street to I-10 Roadway ID 60050000	Principal Arterial	2	Undivided	0	0.000	9.9	Trans.	(C) 15,100	1511	11,900	2002	10,200	C	(C) 800	544	C
											2003	9,100	C		485	C
											2004	10,700	C		571	C
											2005	13,600	C		726	C
											2006	12,500	C		667	C
											2007	12,600	C		672	C
											2008	15,800	D		843	D
											2009	11,900	C		635	C
											2014	17,100	D		912	D
											2019	20,100	D		1,072	D
Segment is on the Strategic Intermodal System																
I-10 / SR 8 to US 90 / SR 10 Roadway ID 60050000	Principal Arterial	4	Divided	5	2.415	2.07	Trans.	(C) 22,700	5001 1503	16,100 17,500	2002	14,750	C	(C) 1,210	787	C
											2003	14,800	C		790	C
											2004	16,950	C		904	C
											2005	19,100	C		1,019	C
											2006	19,050	C		1,016	C
											2007	18,050	C		963	C
											2008	17,750	C		947	C
											2009	16,800	C		896	C
											2014	20,500	C		1,094	C
											2019	22,400	C		1,195	C
Segment is on the Strategic Intermodal System Segment is 4-lane divided .2 miles south of I-10 to .3 miles north of I-10																

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 83 (US331) (cont.)																
US 90 / SR 10 to the OK-WL MPA Boundary (north of Caswell Road) Roadway ID 60070000	Minor Arterial	2	Undivided	0	0	2.98	Trans.	(C) 15,100	5014 1506	8,200 7,900	2002	7,200	B	(C) 800	384	B
											2003	7,650	B		408	B
											2004	7,700	B		411	B
											2005	8,300	C		443	C
											2006	7,900	B		421	C
											2007	8,000	B		427	C
											2008	8,550	C		456	C
											2009	8,050	C		429	C
											2014	9,100	C		485	C
											2019	9,800	C		523	C
Segment is on the Strategic Intermodal System Segment is divided from SR10 north .33 miles																
OK-WL MPA Boundary (north of Caswell Road) to CR 185C Roadway ID 60070000	Minor Arterial	2	Undivided	0	0	4.9	Rural Undev	(B) 4,500	51 T	3,178	2002	3,031	B	(B) 240	163	B
											2003	3,064	B		165	B
											2004	3,177	B		171	B
											2005	3,200	B		172	B
											2006	3,165	B		171	B
											2007	3,197	B		172	B
											2008	3,044	B		164	B
											2009	3,178	B		171	B
											2014	3,509	B		189	B
											2019	3,874	B		209	B
Segment is on the Strategic Intermodal System																
CR 185C to CR 181 Roadway ID 60070000	Minor Arterial	2	Undivided	0	0	9.701	Rural Undev	(B) 4,500	271 50	1,900 1,200	2002	1,400	B	(B) 240	75	B
											2003	1,425	B		77	B
											2004	1,425	B		77	B
											2005	1,500	B		81	B
											2006	1,450	B		78	B
											2007	1,500	B		81	B
											2008	1,450	B		78	B
											2009	1,550	B		84	B
											2014	1,711	B		92	B
											2019	1,889	B		102	B
Segment is on the Strategic Intermodal System																

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 83 (US331) (cont.)																
CR181 to the Alabama State Line Roadway ID 60070000	Minor Arterial	2	Undivided	0	0	1.546	Rural Undev	(B) 4,500	243	950	2002	850	B	(B) 240	46	B
											2003	850	B		46	B
											2004	900	B		49	B
											2005	850	B		46	B
											2006	900	B		49	B
											2007	1,000	B		54	B
											2008	900	B		49	B
											2009	950	B		51	B
											2014	1,049	B		57	B
											2019	1,158	B		62	B
Segment is on the Strategic Intermodal System																
SR 85																
Okaloosa County Line to the Alabama State Line Roadway ID 60080000	Principal Arterial	2	Undivided	0	0	4.24	Rural Undev	(C) 8,100	128 131	3,300 3,900	2002	2,900	B	(C) 430	156	B
											2003	3,000	B		162	B
											2004	3,750	B		202	B
											2005	3,400	B		183	B
											2006	3,650	B		197	B
											2007	4,300	B		232	B
											2008	3,450	B		186	B
											2009	3,600	B		194	B
											2014	4,500	B		243	C
											2019	5,000	C		270	C
SR 187 (US331N)																
SR 10 / US 90 to the OK-WL MPA Boundary (north of Bob McCaskill Drive) Roadway ID 60060000	Principal Arterial	2	Undivided	0	0	2.09	Trans.	(C) 15,100	1505	7,100	2002	5,700	B	(C) 800	304	B
											2003	6,000	B		320	B
											2004	6,900	B		368	B
											2005	6,600	B		352	B
											2006	7,300	B		389	B
											2007	9,300	C		496	C
											2008	8,600	C		459	C
											2009	7,100	B		379	C
											2014	9,501	C		507	C
											2019	12,715	C		678	C
Segment is on the Strategic Intermodal System																

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 187 (US331N) (cont.)																
OK-WL MPA Boundary (north of Bob McCaskill Drive) to CR 2A Roadway ID 60060000	Principal Arterial	2	Undivided	0	0	8.54	Rural Undev	(B) 4,500	58	3,200	2002	2,700	B	(B) 240	146	B
											2003	2,600	B		140	B
											2004	3,300	B		178	B
											2005	3,300	B		178	B
											2006	3,600	B		194	B
											2007	4,200	B		226	B
											2008	3,400	B		183	B
											2009	3,200	B		172	B
											2014	4,400	B		237	B
											2019	5,000	C		270	C
Segment is on the Strategic Intermodal System																
CR 2A to the Alabama State Line Roadway ID 60060000	Principal Arterial	2	Undivided	0	0	10.746	Rural Undev	(B) 4,500	159 272 346 T	NA 3,300 4,491	2002	2,800	B	(B) 240	151	B
											2003	3,400	B		183	B
											2004	4,066	B		219	B
											2005	4,200	B		226	B
											2006	3,785	B		204	B
											2007	4,218	B		227	B
											2008	4,012	B		216	B
											2009	3,896	B		210	B
											2014	4,900	C		264	C
											2019	5,500	C		296	C
Segment is on the Strategic Intermodal System																
SR 285																
Okaloosa County Line to SR 10 / US 90 Roadway ID 60090000	Minor Arterial	2	Undivided	0	0	6.76	Trans.	(C) 15,100	251 121	4,500 6,000	2002	5,050	B	(C) 800	269	B
											2003	4,950	B		264	B
											2004	5,500	B		293	B
											2005	5,500	B		293	B
											2006	5,450	B		291	B
											2007	5,950	B		317	B
											2008	5,650	B		301	B
											2009	5,250	B		280	B
											2014	6,100	B		325	B
											2019	6,500	B		347	B

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S COUNTY ROADS																
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR 30A																
US 98 to CR 393	Minor Arterial	2	Undivided	0	0	3.5	Urbanized	(D) 22,200	220 219	4,600 6,100	2002	6,500	B	(D) 1,140	336	B
											2003	7,000	B		362	C
											2004	6,800	B		352	B
											2005	6,400	B		331	B
											2006	5,700	B		295	B
											2007	6,100	B		315	B
											2008	5,750	B		297	B
											2009	5,350	B		277	B
											2014	5,907	B		305	B
											2019	6,522	B		337	B
CR 393 to CR 395	Minor Arterial	2	Undivided	0	0	7	Urbanized	(D) 22,200	258 263 267	5300 3500 6800	2002	6,200	B	(D) 1,140	321	B
											2003	6,600	B		341	B
											2004	7,867	C		407	C
											2005	6,400	B		331	B
											2006	5,933	B		307	B
											2007	6,000	B		310	B
											2008	5,800	B		300	B
											2009	5,200	B		269	B
											2014	5,741	B		297	B
											2019	6,339	B		328	B
CR 395 to US 98 (SR 30)	Minor Arterial	2	Undivided	1	0.13	7.9	Urbanized	(D) 14,850	268 235	10,500 4,400	2002	7,150	B	(D) 792	381	B
											2003	8,250	B		440	B
											2004	10,150	C		542	C
											2005	10,200	C		544	C
											2006	8,400	B		448	B
											2007	9,900	C		528	C
											2008	7,350	B		392	B
											2009	7,450	B		397	B
											2014	8,225	B		439	B
											2019	9,082	C		484	C

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S COUNTY ROADS																
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR 83																
CR 30A to the Urbanized Area Boundary	Local Rural	2	Undivided	0	0	0.6	Urbanized	(D) 22,200	262	1,800	2002	1,100	B	(D) 1,140	57	B
											2003	1,200	B		62	B
											2004	1,500	B		78	B
											2005	1,700	B		88	B
											2006	1,800	B		93	B
											2007	1,900	B		98	B
											2008	1,700	B		88	B
											2009	1,800	B		93	B
											2014	2,409	B		125	B
											2019	2,660	B		137	B
Urbanized Area Boundary to US 98	Local Rural	2	Undivided	0	0	1.4	Trans.	(C) 15,100	262	1,800	2002	1,100	B	(C) 800	59	B
											2003	1,200	B		64	B
											2004	1,500	B		80	B
											2005	1,700	B		91	B
											2006	1,800	B		96	B
											2007	1,900	B		101	B
											2008	1,700	B		91	B
											2009	1,800	B		96	B
											2014	2,409	B		129	B
											2019	2,660	B		142	B
CR 83A																
SR 20 to SR 20	Minor Collector	2	Undivided	0	0	8.6	Trans.	(C) 15,100	240 223	1,300 1,700	2002	1,250	B	(C) 800	67	B
											2003	1,400	B		75	B
											2004	1,400	B		75	B
											2005	1,550	B		83	B
											2006	1,550	B		83	B
											2007	1,450	B		77	B
											2008	1,500	B		80	B
											2009	1,500	B		80	B
											2014	1,700	B		91	B
											2019	1,800	B		96	B

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S COUNTY ROADS																
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR 283																
CR 30A to Urbanized Area Boundary	Urban Collector	2	Undivided	0	0	0.2	Urbanized	(D) 22,200	112	3,500	2002	3,500	B	(D) 1,140	181	B
											2003	3,900	B		202	B
											2004	4,300	B		222	B
											2005	4,100	B		212	B
											2006	4,200	B		217	B
											2007	4,600	B		238	B
											2008	4,400	B		227	B
											2009	3,500	B		181	B
											2014	4,400	B		227	B
											2019	4,600	B		238	B
Urbanized Area Boundary to US 98	Major Collector	2	Undivided	0	0	1.5	Trans.	(C) 15,100	112	3,500	2002	3,500	B	(C) 800	187	B
											2003	3,900	B		208	B
											2004	4,300	B		229	B
											2005	4,100	B		219	B
											2006	4,200	B		224	B
											2007	4,600	B		245	B
											2008	4,400	B		235	B
											2009	3,500	B		187	B
											2014	4,400	B		235	B
											2019	4,600	B		245	B
CR 393																
Urbanized Boundary to US 98	Minor Collector	2	Undivided	1	0.87	1.15	Trans.	(C) 12,690	221	3,800	2002	3,600	B	(C) 675	192	B
											2003	3,300	B		176	B
											2004	4,300	B		229	B
											2005	4,700	B		251	B
											2006	4,800	B		256	B
											2007	4,700	B		251	B
											2008	4,200	B		224	B
											2009	3,800	B		203	B
											2014	4,900	B		261	B
											2019	5,300	B		283	B

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S COUNTY ROADS																
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR 395																
CR30A to Urbanized Boundary	Urban Collector	2	Undivided	0	0	0.687	Urbanized	(D) 22,200	214	5,500	2002	2,900	B	(D) 1,140	155	B
											2003	4,000	B		213	B
											2004	5,300	B		283	B
											2005	6,000	B		320	B
											2006	5,400	B		288	B
											2007	6,000	B		310	B
											2008	5,800	B		300	B
											2009	5,500	B		284	B
											2014	7,360	B		381	B
											2019	8,126	C		420	C
Urbanized Boundary to US 98	Minor Collector	2	Undivided	1	0.45	2.21	Trans.	(C) 12,690	214	5,500	2002	2,900	B	(C) 675	155	B
											2003	4,000	B		213	B
											2004	5,300	B		283	B
											2005	6,000	B		320	B
											2006	5,400	B		288	B
											2007	6,000	B		320	B
											2008	5,800	B		309	B
											2009	5,500	B		293	B
											2014	7,360	B		393	B
											2019	8,126	C		434	C
CR 457																
Mack Bayou Road/ US 98 (SR 30) to Turquoise Beach	Urban Local	2	Undivided	0	0	1.2	Urbanized	(D) 22,200	256	7,000	2002	4,300	B	(D) 1,140	222	B
											2003	5,200	B		269	B
											2004	7,600	B		393	B
											2005	6,400	B		331	B
											2006	5,900	B		305	B
											2007	8,200	C		424	C
											2008	8,000	C		414	C
											2009	7,000	B		362	B
											2014	9,368	C		484	C
											2019	10,343	C		535	C

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S COUNTY ROADS																
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR 883																
SR 20 to Freeport City Limits/Pine Street Roadway ID 60050000	Principal Arterial	2	Undivided	0	0.000	2.236	Trans.	(C) 15,100	250	5,000	2002	9,400	C	(C) 800	501	C
											2003	9,900	C		528	C
											2004	11,500	C		614	C
											2005	12,500	C		667	C
											2006	12,000	C		640	C
											2007	12,500	C		667	C
											2008	4,000	B		213	B
											2009	5,000	B		267	B
											2014	5,520	B		295	B
											2019	6,095	B		325	B
Freeport City Limits/Pine Street to US 331 Roadway ID 60050000	Principal Arterial	2	Undivided	0	0.000	2.16	Trans.	(C) 15,100	1511 246	11,900 8,900	2002	9,000	C	(C) 800	480	C
											2003	9,200	C		491	C
											2004	9,950	C		531	C
											2005	12,300	C		656	C
											2006	11,150	C		595	C
											2007	11,300	C		603	C
											2008	9,700	C		517	C
											2009	10,400	C		555	C
											2014	11,900	C		635	C
											2019	12,800	C		683	C

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TABLE 2

2009 MULTIMODAL LEVEL OF
SERVICE STATE AND COUNTY
ROADS

OKALOOSA COUNTY

WALTON COUNTY

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 4																
Santa Rosa County Line to SR189 Roadway ID 57080000	Minor Arterial	2	Undivided	1	0.11	9.00	Rural Undev	(C) 4,700	6	1,550	85-100%	B	0-49%	D	N/A	N/A
SR189 to US90 / SR 10 Roadway ID 57080000	Minor Arterial	2	Undivided	0	0	3.74	Rural Undev	(C) 8,100	90	7,800	85-100%	C	0-49%	E	N/A	N/A
SR 8 (I-10)																
Santa Rosa County Line to the OK-WL MPA Boundary (1.7 miles east of Wilkinson Bluff) Roadway ID 57002000	Principal Arterial	4	Divided	0	0	8.93	Rural Undev	(B) 37,100	2001 2002 318T	NA NA 22,325	N/A	N/A	N/A	N/A	N/A	N/A
Segment is on the Florida Intrastate Highway System																

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 8 (I-10) (cont.)																
OK-WL MPA Boundary (1.7 miles east of Wilkinson Bluff) to Whitehurst Road Roadway ID 57002000	Principal Arterial	4	Divided	0	0	0.79	Trans	(C) 57,600	2001 2002 318T	NA NA 22,325	N/A	N/A	N/A	N/A	N/A	N/A
Segment is on the Florida Intrastate Highway System																
Whitehurst to Antioch Road Roadway ID 57002000	Principal Arterial	4	Divided	0	0	1.47	Trans	(C) 57,600	2001 2002 318T	NA NA 22,325	N/A	N/A	N/A	N/A	N/A	N/A
Segment is on the Florida Intrastate Highway System																
Antioch Road to Primrose Street Roadway ID 57002000	Principal Arterial	4	Divided	0	0	4.25	Trans	(C) 57,600	2003 2004	NA 17,000	N/A	N/A	N/A	N/A	N/A	N/A
Segment is on the Florida Intrastate Highway System																

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 8 (I-10) (cont.)																
Primrose Street to the Walton County Line	Principal Arterial	4	Divided	0	0	9.05	Trans	(C) 57,600	2004	17,000	N/A	N/A	N/A	N/A	N/A	N/A
Roadway ID 57002000							Segment is on the Florida Intrastate Highway System									
SR 10 (US 90)																
Santa Rosa County Line to SR4 / Baker Highway	Minor Arterial	2	Undivided	0	0	10.56	Rural Undev	(C) 8,100	98 128 127 9	3,000 5,200 3,800 4,900	85-100%	C	0-49%	D	N/A	N/A
Roadway ID 57010000																
SR4 / Baker Highway to OK-WL MPA Boundary (east of Ellis Road)	Minor Arterial	2	Undivided	0	0	0.6	Rural Developed	(C) 14,200	101 9	NA 4,900	85-100%	C	0-49%	D	N/A	N/A
Roadway ID 57010000																

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 10 (US 90) (cont.)																
OK-WL MPA Boundary (east of Ellis Road) to 0.22 mi west of CR 4 / Antioch Road Roadway ID 57010000	Minor Arterial	2	Undivided	0	0.00	0.22	Trans	(C) 15,100	9 122 T	4,900 12,386	85-100%	C	0-49%	E	N/A	N/A
0.22 mi west of CR 4 to CR 4 / Antioch Road Roadway ID 57010000	Minor Arterial	4	Divided	1	4.55	0.22	Trans	(C) 11,500	9 122 T	4,900 12,386	85-100%	C	0-49%	D	N/A	N/A
CR 4 / Antioch Road to Old Bethel Road Roadway ID 57010000	Minor Arterial	4	Divided	1	0.613	1.63	Trans	(C) 32,100	122 T	12,386	85-100%	C	0-49%	E	N/A	N/A

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 10 (US 90) (cont.)																
Old Bethel Road to SR85 / Ferdon Boulevard Roadway ID 57010000	Minor Arterial	4	Divided	1	0.63	1.6	Trans	(C) 32,100	21 1602 5053 5052	NA 19,700 16,800 17,600	0-49%	E	85-100%	C	N/A	N/A
SR85 / Ferdon Boulevard to Fairchild Road Roadway ID 57010000	Minor Arterial	4	Divided	0	0	3.25	Trans	(C) 45,400	5051 1601	13,000 11,200	50-84%	D	0-49%	E	N/A	N/A
Fairchild Road to the Walton County Line Roadway ID 57010000	Minor Arterial	2	Undivided	0	0	7.62	Trans	(C) 15,100	302 124	6,800 4,600	85-100%	C	0-49%	E	N/A	N/A

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS	
SR 20																	
SR85N to 0.32 mi east of SR 85N Roadway ID 57040000	Principal Arterial	6	Divided	0	0	0.32	Urbanized	(D) 96,400	5010 5008 T	42,000 NA	50-84%	E	85-100%	D	85-100%	F	
SR85N to SR285/ Partin Drive Roadway ID 57040000	Principal Arterial	6	Divided	1	1.11	0.9	Urbanized	(D) 55,300	5010 5008 T	42,000 NA	0-49%	E	85-100%	D	85-100%	F	
SR285/ Partin Drive to Rocky Bayou Bridge Roadway ID 57040000	Principal Arterial	4	Divided	5	1.92	2.6	Urbanized	(D) 36,700	1502 5076 5073 5009	36,500 34,500 37,500 43,000	0-49%	E	85-100%	E	85-100%	F	

Updated 2010 using 2009 FDOT Generalized Q / LOS Tables. LOS Standards and Max Allowable Volumes are based on those established for State Roadways.

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 20 (cont.)																
Rocky Bayou Bridge to SR 293 /White Point Road Roadway ID 57040000	Principal Arterial	4	Divided	5	2.06	2.43	Urbanized	(D) 33,200	298 294	38,000 30,500	50-84%	D	85-100%	D	85-100%	F
SR 293/ White Point Road to Walton County Line Roadway ID 57040000	Principal Arterial	2	Undivided	0	0	1.5	Urbanized	(D) 22,200	110	8,500	85-100%	C	0-49%	E	0-49%	F
SR 30 (US 98)																
Santa Rosa County Line to Hurlburt Field Gate Roadway ID 57030000	Principal Arterial	4	Divided	2	0.34	5.85	Urbanized	(D) 36,700	167 T 306	36,403 37,000	85-100%	C	0-49%	F	0-49%	F

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 30 (US 98) (cont.)																
Hurlburt Field Gate to SR 393 / Mary Esther Boulevard Roadway ID 57030000	Principal Arterial	4	Divided	3	1.09	2.75	Urbanized	(D) 36,700	1705 T 5080	NA 30,000	0-49%	E	0-49%	F	0-49%	F
SR 393 /Mary Esther Boulevard to Eastern Leg SR85/ Florida Place/ (Undivided St. Mary to Florida Place) Roadway ID 57030000	Principal Arterial	4	Divided/ Undivided	4	1.333	3.0	Urbanized	(D) 36,700	1702 5038 5039 5040	28,500 NA 34,000 28,000	0-49%	E	85-100%	D	85-100%	F
Segment is undivided from .05 miles east of SR85 to Florida Place																
Eastern Leg SR85 / Florida Place to Military Boundary / Beach Park Entrance on Okaloosa Island Roadway ID 57030000	Principal Arterial	4	Divided	3	2.6	1.17	Urbanized	(D) 33,200	5104 293 T 5083	39,000 47,817 33,500	0-49%	E	50-84%	F	50-84%	D
Backlogged Facility																

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 30 (US 98) (cont.)																
Military Boundary to East Pass Bridge Roadway ID 57030000	Principal Arterial	4	Divided	0	0	4.06	Urbanized	(D) 64,300	18	34,500	85-100%	C	0-49%	F	0-49%	D
East Pass Bridge (west end) to Gulf Shore Drive Roadway ID 57030000	Principal Arterial	4	Divided	5	1.9	2.65	Urbanized	(D) 36,700	107 5136 5132 397 T	NA NA 40,500 NA	0-49%	E	85-100%	E	85-100%	C
Backlogged Facility																
Gulf Shore Drive to Emerald Coast Parkway/ Old US98 Roadway ID 57030000	Principal Arterial	4	Divided	2	2	1.00	Urbanized	(D) 33,200	5130	47,000	0-49%	E	85-100%	E	85-100%	C
Backlogged Facility																

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 30 (US 98) (cont.)																
Emerald Coast Parkway / Old US98 to Matthew Blvd Roadway ID 57030000	Principal Arterial	4	Divided	2	0.96	2.09	Urbanized	(D) 36,700	273 5143	NA 41,500	85-100%	C	0-49%	F	0-49%	D
Matthew Blvd to Walton County Line Roadway ID 57030000	Principal Arterial	6	Divided	2	0.98	2.05	Urbanized	(D) 55,300	5143	41,500	85-100%	C	0-49%	F	0-49%	F
SR 85																
US98 (SR30) to 1st Street Roadway ID 57040000	Principal Arterial	2	Undivided	1	3.23	0.31	Urbanized	(D) 15,200	5043	6,800	0-49%	D	85-100%	C	85-100%	C

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 85 (cont.)																
US98 (SR30) to 1st Street Roadway ID 57040024	Principal Arterial	3	Undivided	1	7.69	0.13	Urbanized	(D) 21,150	5074	6,100	0-49%	D	85-100%	C	85-100%	C
1st Street to SR 188 / Racetrack Road / 4th Avenue Roadway ID 57040000	Principal Arterial	6	Divided	9	3.15	2.85	Urbanized	(D) 50,300	5108 1709 1704 5106 5045 5079	42,000 49,000 38,000 37,000 31,000 12,500	0-49%	D	85-100%	D	85-100%	F
Perry Ave to 1st St is 3 lanes southbound and 2 lanes northbound																
SR 188 / Racetrack Road / 4th Avenue to 12th Avenue Roadway ID 57030000	Principal Arterial	6	Divided	4	2.55	1.57	Urbanized	(D) 50,300	1707	38,500	0-49%	E	50-84%	E	50-84%	F
Backlogged Facility																

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 85 (cont.)																
12th Avenue to SR189 Roadway ID 57040000	Principal Arterial	4	Divided	1	.53	1.89	Urbanized	(D) 36,700	1710 307	38,500 17,300	85-100%	C	0-49%	E	0-49%	F
SR189 to SR190 Roadway ID 57040000	Principal Arterial	4	Divided	2	0.4	4.98	Urbanized	(D) 36,700	260 261	31,500 25,500	85-100%	C	0-49%	E	0-49%	F
Government Avenue SR190 to SR 397 / John Sims Parkway Roadway ID 57040000	Principal Arterial	4	Divided	1	1.25	0.80	Urbanized	(D) 36,700	5081 1507	19,100 17,900	0-49%	D	50-85%	D	50-85%	F

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 85 (cont.)																
John Sims Parkway Government Avenue to SR85N Roadway ID 57040000	Principal Arterial	6	Divided	1	1.53	0.65	Urbanized	(D) 55,300	1510	46,000	85-100%	C	85-100%	D	85-100%	F
Backlogged Facility Segment schedule to be 6-laned. Right-of-way currently being purchased FY 2006. No construction funds are currently programmed.																
SR20 to College Boulevard Roadway ID 57050000	Principal Arterial	4	Divided	1	1.12	0.89	Urbanized	(D) 36,700	5016 5015	15,600 15,700	0-49%	D	85-100%	C	85-100%	F
College Boulevard to Antioch Road Roadway ID 57050000	Principal Arterial	4	Divided	2	0.15	13.088	Trans	(C) 33,800	1503 88 219 T	NA 32,000 14,295	85-100%	C	0-49%	E	N/A	N/A
Segment is on the Florida Intrastate Highway System																

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 85 (cont.)																
Antioch Road to I-10 (SR8)	Principal Arterial	4	Divided	3	1.72	1.74	Trans	(C) 32,100	1607	43,000	85-100%	C	0-49%	F	N/A	N/A
Roadway ID 57050000							Segment is on the Florida Intrastate Highway System									
I-10 (SR8) to US90 / SR 10	Principal Arterial	4	Divided	5	1.87	2.68	Trans	(C) 32,100	1606 5060 5058	45,500 37,000 37,000	0-49%	E	85-100%	E	N/A	N/A
Roadway ID 57050000																
US90 / SR 10 to CR 188/ Old Bethel Road	Principal Arterial	4	Divided	5	2.07	2.42	Trans	(C) 22,700	5057 5112 1603 1710	25,000 27,000 21,500 31,500	0-49%	E	85-100%	D	N/A	N/A
Roadway ID 57060000																

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 85N (cont.)																
Old Bethel Road to MPA Boundary (south of Jim Green Road) Roadway ID 57060000	Principal Arterial	2	Undivided	0	0	3.842	Trans	(C) 15,100	138	4,800	85-100%	C	0-49%	D	N/A	N/A
OK - WL MPA Boundary (S of Jim Green Road) to Walton County Line Roadway ID 57060000	Principal Arterial	2	Undivided	0	0	14.74	Rural Undev	(C) 8,100	138 51 54 118 9942T 356T	4,800 4,200 3,700 3,300 3,800 4,080	85-100%	B	0-49%	D	N/A	N/A
SR 123																
SR85 to SR85N Roadway ID 57150000	Minor Arterial	2	Undivided	1	0.2	5.08	Trans	(D) 15,200	299	16,400	0-49%	E	0-49%	F	N/A	N/A

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 189 (cont.)																
Beal Parkway CR 85-A /Yacht Club Drive to SR 393 / Mary Esther Boulevard / Oak Street	Minor Arterial	4	Divided	2	1.3	1.55	Urbanized	(D) 36,700	5034 1701	24,500 27,500	0-49%	E	85-100%	D	85-100%	F
Roadway ID 57110000																
SR 393 / Mary Esther Boulevard / Oak Street to SR 188 / Racetrack Road	Minor Arterial	4	Divided	4	2.7	1.46	Urbanized	(D) 33,200	5095 5123 T 5113	47,500 NA 42,500	0-49%	E	85-100%	E	85-100%	F
Roadway ID 57110000																
Backlogged Facility																
Lewis Turner Boulevard SR 188 / Racetrack Road to Mooney Road	Minor Arterial	4	Divided	3	1.42	2.11	Urbanized	(D) 36,700	5090 5089 250 T	34,000 NA 28,828	0-49%	E	85-100%	D	85-100%	F
Roadway ID 57130000																

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 189 (cont.)																
Lewis Turner Boulevard Mooney Road to SR85 Roadway ID 57130000	Minor Arterial	4	Divided	1	.28	3.6	Urbanized	(D) 36,700	1706 290	31,500 21,600	85-100%	C	0-49%	E	0-49%	F
SR85 to Eglin Boulevard / SR 397 Roadway ID 57130000	Minor Arterial	4	Divided	1	2	0.5	Urbanized	(D) 33,200	291	11,300	85-100%	B	0-49%	E	0-49%	F
SR 189																
SR 4 / Georgia Avenue to Alabama State Line Roadway ID 57070000	Minor Arterial	2	Undivided	0	0	14.4	Rural Undev	(C) 8,100	5 120 121 1	4,000 2,600 2,100 1,900	85-100%	B	0-49%	D	N/A	N/A

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 285 (cont.)																
College Boulevard / OK-WL Urbanized Area Boundary to the Walton County Line Roadway ID 57090000	Minor Arterial	2	Undivided	0	0	9.35	Trans	(C) 15,100	309 1513	5,400 NA	0-49%	D	0-49%	E	N/A	N/A
SR 293																
Mid Bay Bridge Road US98 (SR30) to the Mid-Bay Bridge (south approach) Roadway ID 57518000	Minor Arterial	4	Divided	1	0.22	4.63	Urbanized	(D) 36,700	296 310	19,600 19,800	85-100%	C	85-100%	C	85-100%	F
Mid-Bay Bridge (south approach) to SR 20 Roadway ID 57518000	Minor Arterial	2	Divided	1	0.52	1.93	Urbanized	(D) 17,325	295	20,300	85-100%	C	0-49%	F	0-49%	F

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 393																
Mary Esther Boulevard US98/ SR 30 to Anchors Street	Minor Arterial	4	Divided	4	4.6	0.87	Urbanized	(D) 28,200	5105	18,100	0-49%	D	85-100%	C	85-100%	F
Roadway ID 57110028																
Mary Esther Boulevard Anchors Street to SR 189/ Beal Parkway	Minor Arterial	4	Divided	5	5.17	0.968	Urbanized	(D) 28,200	1708 5098	23,500 31,000	0-49%	E	85-100%	D	85-100%	F
Roadway ID 57110028																
Backlogged Facility																
SR 397																
Eglin Boulevard SR85 to Eglin West Gate	Minor Arterial	4	Divided	0	0	0.71	Urbanized	(D) 64,300	190	11,500	50-85%	D	85-100%	C	85-100%	F
Roadway ID 57040026																

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 397 (cont.)																
John Sims Parkway Eglin Gate to SR190 / Broadway Avenue	Principal Arterial	4	Divided	0	0	1.4	Urbanized	(D) 64,300	5023 5024	19,300 18,600	50-85%	D	85-100%	C	85-100%	F
Roadway ID 57040025																
SR190 to SR85	Principal Arterial	4	Divided	2	2.27	0.88	Urbanized	(D) 33,200	1505	24,500	0-49%	E	85-100%	D	85-100%	F
Roadway ID 57040027																

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY'S COUNTY ROADS																
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
CR 4																
Antioch Road SR 10 (US90) to P.J. Adams Pkwy	Urban Collector	2	Undivided	0	0	3.41	Trans	(C) 13,590	280	7,000	0-49%	D	0-49%	E	N/A	N/A
P.J. Adams Pkwy to SR 85 S Ferdon Boulevard	Urban Collector	2	Undivided	0	0	2.14	Trans	(C) 13,590	283	16,500	0-49%	E	0-49%	F	N/A	N/A
P.J. Adams Parkway																
CR 4 Antioch Road to SR 85 S Ferdon Boulevard	Urban Collector	2	Undivided	1	0.54	1.86	Trans	(C) 9,165	283	16,500	0-49%	E	0-49%	F	N/A	N/A

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY'S COUNTY ROADS																
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
CR 20																
Hill Avenue Hollywood Boulevard to Lovejoy Road	Minor Arterial	2	Undivided	1	1.25	.8	Urbanized	(D) 10,725	5142 5097	15,500 18,000	85-100%	C	0-49%	F	0-49%	F
Martin Luther King Jr. Boulevard Lovejoy Road to Ajax Drive	Minor Arterial	3	Undivided	0	0.00	0.16	Urbanized	(D) 21,645	5141 5101	26,000 24,500	0-49%	E	85-100%	D	85-100%	F
Ajax Drive to Hurlburt Field Road	Minor Arterial	4	Divided	1	1.35	0.74	Urbanized	(D) 23,855	5141 5101	26,000 24,500	85-100%	C	0-49%	E	0-49%	F

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY'S COUNTY ROADS																
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
Martin Luther King Jr. Boulevard/ Green Acres Drive Hurlburt Field Road to SR189	Minor Arterial	4	Divided	3	2	1.5	Urbanized	(D) 21,580	5115	20,500	0-49%	D	0-49%	E	0-49%	F
CR 30B																
Benning Drive US 98 (SR 30) to Legion Drive (Destin)	Urban Collector	2	Undivided	1	2.5	0.4	Urbanized	(D) 9,880	5135	4,500	85-100%	B	85-100%	C	85-100%	F
CR 188																
Old Bethel Road Jones Road to CB Drive	Urban Collector	2	Undivided	0	0	0.2	Trans	(C) 13,590	303	5,100	0-49%	D	0-49%	E	N/A	N/A

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY'S COUNTY ROADS																
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
Old Bethel Road CB Drive to SR 85	Urban Collector	2	Divided	1	2.5	0.4	Trans	(C) 6,416	303	5,100	0-49%	D	0-49%	E	N/A	N/A
Airport Road SR 85 to John Givens Road	Urban Collector	2	Undivided	0	0	1.4	Trans	(C) 13,590	289	6,500	85-100%	C	0-49%	E	N/A	N/A
CR 1719																
College Boulevard SR85 to SR285	Major Collector: SR 85 to 0.4 mi east of SR 85; Urban Collector: 0.4 mi east of SR 85 to SR 285	2	Undivided	1	0.49	2.06	Urbanized	(D) 10,725	1508 5118 1516	12,000 7,300 7200	50-84%	D	50-84%	D	50-84%	F

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY'S COUNTY ROADS																
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
CR 2367 (Niceville)																
Palm Boulevard Bay Shore Drive to John Sims Parkway (SR 20)	Local Urban	2	Undivided	1	.58	1.7	Urbanized	(D) 10,725	5119 5120	5,600 7,400	85-100%	C	0-49%	E	0-49%	F
SR 20 to College Boulevard	Local Urban	2	Undivided	1	0.91	1.1	Urbanized	(D) 10,725	5121 5117	12,000 4,600	0-49%	D	50-84%	D	50-84%	F
CR 2386																
Lovejoy Road Hill Avenue to Mary Esther Boulevard	Urban Collector	2	Undivided	1	0.89	1.12	Urbanized	(D) 10,725	5100 5099	8,600 7,400	0-49%	D	85-100%	C	85-100%	F

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY'S COUNTY ROADS																
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
CR 2390																
Hollywood Boulevard Hill Avenue to Cristobal Road	Urban Collector	2	Divided	0	0	0.28	Urbanized	(D) 15,152	5139	8,300	0-49%	D	50-84%	D	50-84%	F
Cristobal Road to Mary Esther Boulevard	Urban Collector	4	Divided	1	1.89	0.53	Urbanized	(D) 23,855	5139	8,300	0-49%	D	0-49%	D	0-49%	F
Mary Esther Boulevard to SR85	Urban Collector	2	Undivided	5	1.43	3.5	Urbanized	(D) 10,725	5127 5111 5116 5092	9,100 10,600 15,000 11,500	0-49%	D	85-100%	C	85-100%	F

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY'S COUNTY ROADS																
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
CR 2390 (cont')																
SR85 to Terminus	Urban Collector	4	Divided	0	0	0.94	Urbanized	(D) 57,870	5114	8,100	0-49%	D	85-100%	C	85-100%	F
General Bond Road																
SR189 to SR85	Urban Collector	2	One-Way	0	0	1.2	Urbanized	(D) 11,988	308	10,000	0-49%	D	0-49%	D	0-49%	F
Main Street (Destin)																
US 98 (SR 30) to Airport Road	Urban Local	4	Divided	1	1	1	Urbanized	(D) 33,030	5133	8,900	0-49%	D	85-100%	C	85-100%	F

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - OKALOOSA COUNTY'S COUNTY ROADS																
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
Santa Rosa Boulevard																
Eglin AFB Boundary to US98 (SR30)	Urban Collector	4	Divided	1	0.5	2	Urbanized	(D) 23,855	5129	16,000	50-84%	D	50-84%	D	50-84%	F

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S STATE ROADS															
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
									Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS	
SR 8 (I-10)															
Okaloosa County Line to SR 285	Principal Arterial	4	Divided	0	0	2.471	Trans	17,000	NA	NA	NA	NA	NA	NA	NA
Roadway ID 60002000							Segment is on the Florida Intrastate Highway System								
SR 285 to SR 83 (US 331)	Principal Arterial	4	Divided	0	0	15.1	Trans	18,812	NA	NA	NA	NA	NA	NA	NA
Roadway ID 60002000							Segment is on the Florida Intrastate Highway System								
SR 83 (US 331) to the OK-WL MPA Boundary (east of County Highway 280)	Principal Arterial	4	Divided	0	0	3.04	Trans	19,335	NA	NA	NA	NA	NA	NA	NA
Roadway ID 60002000							Segment is on the Florida Intrastate Highway System								

Updated 2010, using 2009 FDOT Generalized Q / LOS Tables.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S STATE ROADS														
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
									Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 8 (I-10) (cont.)														
OK-WL MPA Boundary (east of County Highway 280) to the Holmes County Line Roadway ID 60002000	Principal Arterial	4	Divided	0	0	6.85	Rural Undev	19,335	NA	NA	NA	NA	NA	NA
Segment is on the Florida Intrastate Highway System														
SR10 (US90)														
Okaloosa County Line to SR 285 Roadway ID 60010000	Minor Arterial	2	Undivided	0	0	2.688	Trans	6,100	85-100%	B	0-49%	D	NA	NA
SR 285 to SR 187 / US 331 Roadway ID 60010000	Minor Arterial	2	Undivided	1	0.080	12.17	Trans	6,650	85-100%	B	0-49%	D	NA	NA

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S STATE ROADS														
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
									Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR10 (US90) (cont.)														
SR 187 / US331 to Baldwin Avenue Roadway ID 60010000	Minor Arterial	4	Divided	2	0.673	2.97	Trans	10,450	0-49%	C	85-100%	C	NA	NA
Segment is undivided from 5th Street to Baldwin Avenue														
Baldwin Avenue to the OK-WL MPA Boundary (County Highway 183) Roadway ID 60010000	Minor Arterial	2	Undivided	0	0	2.1	Trans	5,167	85-100%	B	0-49%	D	NA	NA
OK-WL MPA Boundary (County Highway 183) to the Holmes County Line Roadway ID 60010000	Minor Arterial	2	Undivided	0	0	2.15	Rural Developed	3,200	85-100%	B	0-49%	D	NA	NA

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S STATE ROADS														
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
									Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 20														
Okaloosa County Line to Eagle Creek Roadway ID 60030000	Principal Arterial	2	Undivided	0	0	1.5	Urbanized	5,200	85-100%	B	0-49%	D	NA	NA
Eagle Creek to OK-WL Urbanized Area Boundary (east of Eastern Street in Grassy Cove) Roadway ID 60030000	Principal Arterial	2	Undivided	0	0	2.87	Urbanized	5,200	85-100%	B	0-49%	D	NA	NA
OK-WL Urbanized Boundary (east of Eastern Street in Grassy Cove) to Basin Bayou Roadway ID 60030000	Principal Arterial	2	Undivided	0	0	4.706	Trans	5,200	85-100%	B	0-49%	D	NA	NA

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S STATE ROADS														
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
									Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 20 (cont.)														
Basin Bayou to CR 83A west end Roadway ID 60030000	Principal Arterial	2	Undivided	0	0	5.554	Trans	4,700	85-100%	B	0-49%	D	NA	NA
CR 83A west end to US 331N / SR 83 / North Madison Street Roadway ID 60030000	Principal Arterial	2	Undivided	1	0.474	2.108	Trans	4,700	85-100%	B	0-49%	D	NA	NA
US 331N / SR 83 / Madison Street to US 331S / SR 83 Roadway ID 60030000	Principal Arterial	2	Undivided	1	0.999	1.001	Trans	7,400	85-100%	B	0-49%	D	NA	NA

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S STATE ROADS														
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
									Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 20 (cont.)														
US 331S / SR 83 to the Washington County Line (OK-WL MPA Boundary) Roadway ID 60030000	Principal Arterial	2	Undivided	0	0	14.25	Trans	4,800	85-100%	B	0-49%	D	NA	NA
SR 30 (US 98)														
Okaloosa County line to Old US 98 / SR 30 Roadway ID 60020001	Principal Arterial	4	Divided	4	1.263	3.168	Urbanized	43,850	85-100%	C	0-49%	E	0-84%	D
Segment is on the Florida Intrastate Highway System														
Old 98 / SR 30/ Gulf Pines to Mack Bayou Road Roadway ID 60020000	Principal Arterial	6	Divided	3	1.124	2.67	Urbanized	39,000	0-49%	C	85-100%	C	NA	NA
Segment is on the Florida Intrastate Highway System														

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S STATE ROADS														
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
									Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 30 (US 98) (cont.)														
Mack Bayou Road To CR30A (west end) Roadway ID 60020000	Principal Arterial	4	Divided	2	1.163	1.72	Urbanized	35,750	85-100%	C	0-49%	E	NA	NA
Segment is on the Florida Intrastate Highway System														
CR 30A (west end) to FHWA Boundary (east of CR 30A) Roadway ID 60020000	Principal Arterial	4	Divided	0	0.00	0.23	Urbanized	24,000	85-100%	B	0-49%	E	NA	NA
Segment is on the Florida Intrastate Highway System														
OK-WL FHWA Boundary (east of CR 30A) to CR 393 Roadway ID 60020000	Principal Arterial	4	Divided	1	0.39	2.58	Trans	24,000	85-100%	C	50-84%	D	NA	NA
Segment is on the Florida Intrastate Highway System														

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S STATE ROADS														
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
									Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 30 (US 98) (cont.)														
CR 393 to US 331 / SR 83 Roadway ID 60020000	Principal Arterial	4	Divided	1	0.335	2.984	Trans	21,500	85-100%	C	0-49%	E	NA	NA
Segment is on the Florida Intrastate Highway System														
US 331/SR 83 to CR 395 Roadway ID 60020000	Principal Arterial	4	Divided	2	0.642	3.115	Trans.	16,650	85-100%	C	0-49%	D	NA	NA
Segment is on the Florida Intrastate Highway System														
CR 395 to the Bay County Urbanized Area Boundary (Side Camp Road) Roadway ID 60020000	Principal Arterial	4	Divided	0	0	8.06	Trans.	12,250	85-100%	B	0-49%	D	NA	NA
Segment is on the Florida Intrastate Highway System														

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S STATE ROADS														
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
									Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 30 (US 98) (cont.)														
Bay County Urbanized Area Boundary (Side Camp Road) to the Bay County Line (OK-WL MPA Boundary) Roadway ID 60020000	Principal Arterial	4	Divided	1	0.397	2.52	Urbanized	10,200	85-100%	B	50-84%	D	NA	NA
Segment is on the Florida Intrastate Highway System														
SR 81														
SR 20 to the OK-WL MPA Boundary Roadway ID 60100000	Major Collector	2	Undivided	0	0	1.39	Trans	2,100	85-100%	B	0-49%	D	NA	NA
OK-WL MPA Boundary (North of west end of Windmill Road) to CR 183 Roadway ID 60100000	Major Collector	2	Undivided	0	0	11.76	Rural Undev	2,100	85-100%	C	NA	NA	NA	NA

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S STATE ROADS														
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
									Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 81 (cont.)														
CR 183 to the Holmes County Line Roadway ID 60100000	Major Collector	2	Undivided	0	0	4.77	Rural Undev	2,400	85-100%	C	NA	NA	NA	NA
SR 83 (US 331S)														
SR 30 / US 98 to the Choctawatchee Bay Bridge (north approach) Roadway ID 60040000	Principal Arterial	2	Undivided	0	0	3.52	Trans.	12,200	85-100%	C	0-49%	E	NA	NA
Segment is on the Florida Intrastate Highway System Segment is divided from US98 north approximately 1 mile.														
Choctawatchee Bay Bridge (north approach) to SR 20 Roadway ID 60040000	Principal Arterial	2	Undivided	1	0.163	6.14	Trans.	11,500	85-100%	C	0-49%	E	NA	NA
Segment is on the Florida Intrastate Highway System														

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S STATE ROADS														
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
									Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 83 SECTION MOVED TO COUNTY														
SR 83 SECTION MOVED TO COUNTY														
I-10 / SR 8 to US 90 / SR 10 Roadway ID 60050000	Principal Arterial	4	Divided	5	2.415	2.07	Trans.	16,800	0-49%	D	85-100%	C	NA	NA
Segment is on the Florida Intrastate Highway System Segment is 4-lane divided .2 miles south of I-10 to .3 miles north of I-10														

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S STATE ROADS														
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
									Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 83 (US331) (cont.)														
US 90 / SR 10 to the OK-WL MPA Boundary (north of Caswell Road)	Minor Arterial	2	Undivided	0	0	2.98	Trans.	8,050	85-100%	B	0-49%	D	NA	NA
Roadway ID 60070000							Segment is on the Florida Intrastate Highway System Segment is divided from SR10 north .33 miles							
OK-WL MPA Boundary (north of Caswell Road) to CR 185C	Minor Arterial	2	Undivided	0	0	4.9	Rural Undev	3,178	85-100%	C	NA	NA	NA	NA
Roadway ID 60070000							Segment is on the Florida Intrastate Highway System							
CR 185C to CR 181	Minor Arterial	2	Undivided	0	0	9.701	Rural Undev	1,550	85-100%	C	NA	NA	NA	NA
Roadway ID 60070000							Segment is on the Florida Intrastate Highway System							

Updated 2010, using 2009 FDOT Generalized Q / LOS Tables.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S STATE ROADS															
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
									Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS	
SR 83 (US331) (cont.)															
CR181 to the Alabama State Line Roadway ID 60070000	Minor Arterial	2	Undivided	0	0	1.546	Rural Undev	950	85-100%	C	NA	NA	NA	NA	
Segment is on the Florida Intrastate Highway System															
SR 85															
Okaloosa County Line to the Alabama State Line Roadway ID 60080000	Principal Arterial	2	Undivided	0	0	4.24	Rural Undev	3,600	85-100%	C	NA	NA	NA	NA	
SR 187 (US331N)															
SR 10 / US 90 to the OK-WL MPA Boundary (north of Bob McCaskill Drive) Roadway ID 60060000	Principal Arterial	2	Undivided	0	0	2.09	Trans.	7,100	85-100%	B	0-49%	D	NA	NA	
Segment is on the Florida Intrastate Highway System															

Updated 2010, using 2009 FDOT Generalized Q / LOS Tables.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S STATE ROADS														
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
									Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
SR 187 (US331N) (cont.)														
OK-WL MPA Boundary (north of Bob McCaskill Drive) to CR 2A Roadway ID 60060000	Principal Arterial	2	Undivided	0	0	8.54	Rural Undev	3,200	85-100%	C	NA	NA	NA	NA
Segment is on the Florida Intrastate Highway System														
CR 2A to the Alabama State Line Roadway ID 60060000	Principal Arterial	2	Undivided	0	0	10.746	Rural Undev	3,896	85-100%	C	NA	NA	NA	NA
Segment is on the Florida Intrastate Highway System														
SR 285														
Okaloosa County Line to SR 10 / US 90 Roadway ID 60090000	Minor Arterial	2	Undivided	0	0	6.76	Trans.	5,250	85-100%	B	0-49%	D	NA	NA

Updated 2010, using 2009 FDOT Generalized Q / LOS Tables.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
										Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
CR 30A															
US 98 to CR 393	Minor Arterial	2	Undivided	0	0	3.5	Urbanized	(D) 22,200	5,350	85-100%	B	85-100%	C	NA	NA
CR 393 to CR 395	Minor Arterial	2	Undivided	0	0	7	Urbanized	(D) 22,200	5200	85-100%	B	85-100%	C	NA	NA
CR 395 to US 98 (SR 30)	Minor Arterial	2	Undivided	1	0.13	7.9	Urbanized	(D) 14,850	7,450	85-100%	B	85-100%	C	NA	NA

Updated 2010, using 2009 FDOT Generalized Q / LOS Tables.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
										Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
CR 83															
CR 30A to the Urbanized Area Boundary	Local Rural	2	Undivided	0	0	0.6	Urbanized	(D) 22,200	1,800	0-49%	C	0-49%	D	NA	NA
Urbanized Area Boundary to US 98	Local Rural	2	Undivided	0	0	1.4	Trans.	(C) 15,100	1,800	0-49%	C	0-49%	D	NA	NA
CR 83A															
SR 20 to SR 20	Minor Collector	2	Undivided	0	0	8.6	Trans.	(C) 15,100	1,500	0-49%	C	0-49%	D	NA	NA

Updated 2010, using 2009 FDOT Generalized Q / LOS Tables.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
										Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
CR 283															
CR 30A to Urbanized Area Boundary	Urban Collector	2	Undivided	0	0	0.2	Urbanized	(D) 22,200	3,500	85-100%	B	85-100%	C	NA	NA
Urbanized Area Boundary to US 98	Major Collector	2	Undivided	0	0	1.5	Trans.	(C) 15,100	3,500	85-100%	B	85-100%	C	NA	NA
CR 393															
Urbanized Boundary to US 98	Minor Collector	2	Undivided	1	0.87	1.15	Trans.	(C) 12,690	3,800	0-49%	C	0-49%	D	NA	NA

Updated 2010, using 2009 FDOT Generalized Q / LOS Tables.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
										Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
CR 395															
CR30A to Urbanized Boundary	Urban Collector	2	Undivided	0	0	0.687	Urbanized	(D) 22,200	5,500	85-100%	B	85-100%	C	NA	NA
Urbanized Boundary to US 98	Minor Collector	2	Undivided	1	0.45	2.21	Trans.	(C) 12,690	5,500	85-100%	B	85-100%	C	NA	NA
CR 457															
Mack Bayou Road/ US 98 (SR 30) to Turquoise Beach	Urban Local	2	Undivided	0	0	1.2	Urbanized	(D) 22,200	7,000	85-100%	B	0-49%	D	NA	NA

Updated 2010, using 2009 FDOT Generalized Q / LOS Tables.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - WALTON COUNTY'S COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	2009 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS	
										Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	LOS
Old 331															
SR 20 to Freeport City Limits/Pine Street Roadway ID 60050000	Principal Arterial	2	Undivided	0	0.000	2.236	Trans.	(C) 15,100	5,000	85-100%	B	0-49%	D	NA	NA
Segment is on the Florida Intrastate Highway System															
Freeport City Limits/Pine Street to US 331 Roadway ID 60050000	Principal Arterial	2	Undivided	0	0	11.597	Trans.	(C) 15,100	10,400	85-100%	B	0-49%	E	NA	NA
Segment is on the Florida Intrastate Highway System Segment is 4-lane divided .2 miles south of I-10 to .3 miles north of I-10															

Updated 2010, using 2009 FDOT Generalized Q / LOS Tables.

APPENDIX A

STATEWIDE MINIMUM LEVEL OF SERVICE STANDARD F.A.C.

8

FLORIDA'S PLANNING LOS STANDARDS

For planning purposes, FDOT has adopted statewide minimum LOS standards for roadway facilities in Rule 14-94.003, F.A.C. as shown in Table 8-1. In 2009 state legislation passed altering some of the requirements for local governments to establish LOS standards for state transportation facilities. Note, where FDOT's current Rule Chapter 14-94 requirements conflict with state law, the provisions of law supersede.

Table 8-1
Statewide Minimum LOS Standards

	SIS and FIHS facilities		TRIP funded facilities and other State roads	
	Limited Access Highway (Freeway)	Controlled Access Highway	Other Multilane	Two-Lane
Rural Areas	B	B ¹	B	C
Transitioning Urbanized Areas, Urban Areas, or Communities	C	C	C	C
Urbanized Areas under 500,000	C(D)	C	D	D
Urbanized Areas over 500,000	D(E)	D	D	D
Roadways parallel to exclusive transit facilities	E	E	E	E
Inside TCMAs	D(E) ²	E ²	— ²	— ²
Inside TCEAs ² and MMTDs ²	— ²	— ²	— ²	— ²

Level of service standards inside of parentheses apply to general use lanes only when exclusive thru lanes exist.

- For rural two-lane facilities, the standard is C.
- Means the Department must be consulted as provided by Section 163.3180(5), (7), or (15), Florida Statutes, regarding level of service standards set on SIS or TRIP facilities impacted by TCMAs, MMTDs, or TCEAs respectively.

NOTE: Level of service letter designations are defined in the Department's latest *Quality/Level of Service Handbook*.

Specific assumptions and restrictions that apply to these minimum LOS standards are:

- (a) The minimum LOS standards represent the lowest acceptable operating conditions in the peak hour.
- (b) Definitions and measurement criteria used for the minimum LOS standards can be found in the latest Transportation Research Board's Highway Capacity Manual.
- (c) When calculating or evaluating level of service pursuant to this rule, all calculations and evaluations shall be based on the methodology contained in the latest Transportation Research Board's Highway Capacity Manual, the Department's latest Quality/Level of Service Handbook, or a methodology determined by the Department to be of comparable reliability. Any methodology superseded by the Highway Capacity Manual, such as a methodology based on the 1997 Highway Capacity Manual or Circular 212, shall not be used.

Minimum LOS Standards for SIS Connectors and TRIP Funded Facilities are:

- (a) Minimum LOS Standards for SIS Highways.
 - Limited access SIS highways shall adhere to the limited access FIHS LOS standards.
 - Controlled access SIS highways shall adhere to the controlled access FIHS LOS standards.
 - These standards shall apply regardless whether the facility is FIHS, SHS, or under other jurisdiction.
- (b) Minimum LOS Standards for SIS Connectors. The minimum LOS standard for SIS connectors shall be LOS D.

8.1 Applicability of Standards

Applicable to FDOT
planning

The LOS standards were recently updated in April 2009. The rule is intended to promote public safety and general welfare, ensure the mobility of people and goods, and preserve the facilities on the State Highway System (SHS) SIS, and facilities funded by the TRIP. The standards are to be applied to FDOT's planning activities. Unless otherwise provided by law, the minimum LOS standards for the SIS, FIHS, and facilities funded by the TRIP will be used by FDOT in review of local government comprehensive plans, assessing impacts related to developments of regional impact (DRI), and assessing other developments affecting the SIS, FIHS, and roadways funded by the TRIP.

Chapter 2009-96, Laws of Florida, amended the requirements for local governments to establish and maintain LOS standards for transportation facilities in certain designated areas. Local governments must adopt and maintain the FDOT LOS standards for the Strategic Intermodal System (SIS) outside Transportation Concurrency Exception Areas (TCEAs), regardless of the type of funding used for the SIS or its designation as a Transportation Regional Incentive Program (TRIP) funded roadway. For all other FIHS and TRIP funded roadways that are not part of the SIS, local governments may establish their own standards for these transportation facilities.

The new law also relieves local government's from the requirement to achieve and maintain level of service standards for transportation in TCEAs, s. 163.3177(3)(f), F.S. In TCEAs created by s. 163.3180(5)(b), F.S., local governments no longer have to consult with FDOT on impacts to the SIS and TRIP funded roadways. In TCEAs designated under s. 163.3180(5)(b)7., F.S., local governments must continue to consult with the state land planning agency and FDOT to assess impacts on adopted level of service standards established for regional transportation facilities identified in the Strategic Regional Policy Plan, including SIS and TRIP funded roadways, and provide a plan for mitigation of impacts to the SIS.

The LOS standards designate the lowest quality operating conditions acceptable for the 100th highest volume hour of the year, from the present through the planning horizon, generally up to 20 years. The 100th highest hour approximates the typical weekday peak hour during the peak season in developed areas. Thus, it can be thought of as the typical drive during "rush" hour in an area's peak season. The LOS standards in this Handbook are based on the 100th highest hour for planning purposes. The 30th highest hour, or design hour, remains effective for design purposes.

The standards require all LOS determinations be based on the latest edition of the Highway Capacity Manual (HCM) [TRB, 2000], this FDOT Q/LOS Handbook or a methodology determined by FDOT as having comparable reliability. There are only two FDOT supported highway capacity and LOS analysis tools for planning and preliminary engineering: FDOT's Generalized Service Volume Tables and FDOT's LOSPLAN software. These two tools form the core for all FDOT's highway capacity and LOS analyses and reviews in planning stages.

Area types	<p>The area and roadway types in the LOS standards match well with FDOT's Generalized Tables appearing at the end of this Handbook; however, subtleties exist on delineation of areas. The first part of Chapter 3.5 of this Handbook addresses area types.</p>
Area boundary smoothing	<p>While the standards are applicable at the facility and section levels, there may be small lengths of roadways (e.g., 2 miles) between area types which from a logical and analytical perspective should be combined into one area type or another. This situation typically happens in transitioning areas, but may also occur elsewhere. FDOT District LOS Coordinators (Chapter 9) should be consulted for applicable boundaries within their districts.</p>
Future years	<p>For development reviews, FDOT's LOS standards and area types remain effective throughout the project's planning horizon. For example, in FDOT's review of a proposed multi-phase development the same standards and area types would be used regardless of the amount of development anticipated over time. The only time the applicable standards may change is when the development order conditions provide for a reevaluation of transportation impacts for subsequent phases of development. The change in LOS standards may result from an official change in designation (e.g., Census update, rule change, variance).</p>
Signalized intersection analyses	<p>The logical extension of applying the LOS standards to point analyses is to apply the applicable standards to the thru movement of the roadway. For example, for a site impact analysis if the LOS standard for an arterial is "D", then the thru movement at the intersection should also be "D". However, while sound in concept, it is usually possible to achieve a desired LOS for an intersection approach if the other approaches are ignored. Therefore, if an operational analysis of a signalized intersection is part of a planning study, the operational analysis should be conducted with HCS for the entire intersection with appropriate traffic volumes and other inputs for each approach. No intersection approach should fall below its established LOS standard. If there is no LOS standard, the approach should not have a volume to capacity ratio in excess of 1.0 for the full hour. The segment and the relevant intersection approaches must operate at acceptable levels of service. Other techniques exist for analyzing signalized intersections in planning studies, so District LOS Coordinators (Chapter 9) should be consulted for specific techniques and acceptable values in their districts.</p> <p>If a detailed point analysis is performed, the applicant must demonstrate ample left turn storage. Any actual turning movement counts can only be used to determine the percentage of the approach turning left, not the actual number of turning vehicles as this number can be constrained and not representative of a demand volume.</p>

SIS connectors | FDOT's LOS standard for SIS connectors is D. From a highway system structure these connectors cover a full range of roadway types varying from points (intersection movements), individual subsegments (ramps), segments, sections, and facilities, and frequently involve more than one roadway. FDOT does not routinely monitor or report LOS for SIS connectors unless they conform to appropriate facility or section length criteria for a roadway. In these cases LOSPLAN is an appropriate measurement tool. To evaluate the LOS of a SIS connector at a point level, the Highway Capacity Software (HCS) is the recommended tool. If a signalized intersection of a SIS connector is being evaluated, the LOS D standard applies to the applicable movement, with the recommendation that all other movements are adequately addressed for the operation of the intersection.

8.2 Concepts of Underlying Standards

The standards include the following major concepts:

- the different level of importance of the Florida Intrastate Highway System and other state roads;
- the different roles (i.e., mobility versus access) provided by state facilities (i.e., Florida Intrastate Highway System versus other state roads);
- the direct correlation between urban size and acceptance of some highway congestion as a tradeoff for other urban amenities;
- encouraging growth in existing developed areas; and
- recognition of the interaction between highways and exclusive transit systems serving commuters.

APPENDIX B

2009 QUALITY/LEVEL OF SERVICE HANDBOOK-GENERALIZED TABLES

TABLE 1

Generalized Annual Average Daily Volumes for Florida's Urbanized Areas¹

9/4/09

STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (>0.00 to 1.99 signalized intersections per mile)						Lanes	B	C	D	E	
Lanes	Median	B	C	D	E	4	43,500	59,800	73,600	79,400	
2	Undivided	9,600	15,400	16,500	***	6	65,300	90,500	110,300	122,700	
4	Divided	29,300	35,500	36,700	***	8	87,000	120,100	146,500	166,000	
6	Divided	45,000	53,700	55,300	***	10	108,700	151,700	184,000	209,200	
8	Divided	60,800	71,800	73,800	***	12	149,300	202,100	238,600	252,500	
Class II (2.00 to 4.50 signalized intersections per mile)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lanes	Ramp Metering	Oversaturated Conditions*			
2	Undivided	**	10,500	15,200	16,200	+ 20,000	+ 5%	-10% of E			
4	Divided	**	25,000	33,200	35,100						
6	Divided	**	39,000	50,300	53,100						
8	Divided	**	53,100	67,300	70,900						
Class III/IV (more than 4.5 signalized intersections per mile)						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	B	C	D	E	Lanes	Median	B	C	D	E
2	Undivided	**	5,100	11,900	14,900	2	Undivided	7,800	15,600	22,200	27,900
4	Divided	**	12,600	28,200	31,900	4	Divided	34,300	49,600	64,300	72,800
6	Divided	**	19,700	43,700	48,200	6	Divided	51,500	74,400	96,400	109,400
8	Divided	**	27,000	59,500	64,700	Uninterrupted Flow Highway Adjustments					
						Lanes	Median	Exclusive left lanes	Adjustment factors		
						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Major City/County Roadways - 10%						Paved Shoulder/ Bicycle Lane					
Other Signalized Roadways - 35%						Coverage	B	C	D	E	
						0-49%	**	3,200	12,100	>12,100	
						50-84%	2,400	3,700	>3,700	***	
						85-100%	6,300	>6,300	***	***	
State & Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Divided/Undivided & Turn Lane Adjustments						Sidewalk Coverage					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		B	C	D	E		
2	Divided	Yes	No	+5%		**	**	5,000	14,400		
2	Undivided	No	No	-20%		0-49%	**	**	11,300		
Multi	Undivided	Yes	No	-5%		50-84%	**	**	18,800		
Multi	Undivided	No	No	-25%		85-100%	**	11,400	18,800 >18,800		
-	-	-	Yes	+ 15%		BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)					
One-Way Facility Adjustment						Sidewalk Coverage	B	C	D	E	
Multiply the corresponding two-directional volumes in this table by 0.6.						0-84%	>5	≥4	≥3	≥2	
						85-100%	>4	≥3	≥2	≥1	
<p>¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as daily volumes, they actually represent peak hour direction conditions with applicable K and D factors applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.</p> <p>² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.</p> <p>³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.</p> <p>* For oversaturated conditions during peak hour, subtract 10% from the LOS E (capacity volumes). This number becomes the new maximum service volume for LOS D, and LOS E cannot be achieved.</p> <p>** Cannot be achieved using table input value defaults.</p> <p>*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.</p>											
						<p>Source: Florida Department of Transportation Systems Planning Office 605 Suwannee Street, MS 19 Tallahassee, FL 32399-0450</p>					

TABLE 2

**Generalized Annual Average Daily Volumes for Florida's
Areas Transitioning into Urbanized Areas OR
Areas Over 5,000 Not In Urbanized Areas¹**

9/4/09

STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (>0.00 to 1.99 signalized intersections per mile)						Lanes	B	C	D	E	
Lanes	Median	B	C	D	E	4	42,600	57,600	68,700	73,600	
2	Undivided	8,900	14,100	15,200	***	6	63,900	86,600	103,300	113,700	
4	Divided	26,900	32,100	33,800	***	8	85,200	115,600	137,600	153,700	
6	Divided	41,500	48,600	51,000	***	10	106,400	145,600	172,400	192,800	
Class II (2.00 to 4.50 signalized intersections per mile)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lanes	Ramp Metering				
2	Undivided	**	9,400	13,700	14,700	+ 20,000	+5%				
4	Divided	**	22,700	30,000	31,700						
6	Divided	**	35,700	45,400	47,800						
Class III (more than 4.5 signalized intersections per mile)						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	B	C	D	E	Lanes	Median	B	C	D	E
2	Undivided	**	4,700	10,700	13,400	2	Undivided	8,000	15,100	21,100	26,800
4	Divided	**	11,500	25,500	28,900	4	Divided	31,400	45,400	58,800	66,600
6	Divided	**	18,000	39,800	43,900	6	Divided	47,200	68,100	88,200	100,000
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						Uninterrupted Flow Highway Adjustments					
Major City/County Roadways - 10%						Lanes	Median	Exclusive left lanes	Adjustment factors		
Other Signalized Roadways - 35%						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
State & Non-State Signalized Roadway Adjustments (Alter corresponding volume by the indicated percent.)						BICYCLE MODE²					
Divided/Undivided & Turn Lane Adjustments						(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Paved Shoulder/ Bicycle Lane Coverage	B	C	D	E	
2	Divided	Yes	No	+5%		0-49%	**	2,800	7,300	>7,300	
2	Undivided	No	No	-20%		50-84%	2,200	3,400	13,100	>13,100	
Multi	Undivided	Yes	No	-5%		85-100%	4,100	>4,100	***	***	
Multi	Undivided	No	No	-25%		PEDESTRIAN MODE²					
-	-	-	Yes	+ 15%		(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
One-Way Facility Adjustment						Sidewalk Coverage	B	C	D	E	
Multiply the corresponding two-directional volumes in this table by 0.6.						0-49%	**	**	5,000	14,400	
						50-84%	**	**	11,300	18,800	
						85-100%	**	11,400	18,800	>18,800	

¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as daily volumes, they actually represent peak hour direction conditions with applicable K and D factors applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

**Generalized Annual Average Daily Volumes for Florida's
Rural Undeveloped Areas and Cities OR
Developed Areas Less than 5,000 Population¹**

TABLE 3

9/4/09

Rural Undeveloped Areas						Cities or Rural Developed Areas Less Than 5000					
FREEWAYS						FREEWAYS					
Lanes	B	C	D	E		Lanes	B	C	D	E	
4	37,100	50,800	59,900	63,700		4	37,100	49,900	59,400	63,700	
6	56,500	76,400	89,900	98,300		6	54,800	74,600	89,000	98,300	
8	75,100	101,100	119,900	132,900		8	73,300	100,200	118,700	132,700	
Freeway Adjustments						Freeway Adjustments					
Auxiliary Lanes						Auxiliary Lanes					
+18,000						+18,000					
UNINTERRUPTED FLOW TWO-LANE HIGHWAYS						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	B	C	D	E	Lanes	Median	B	C	D	E
2	Undivided	4,500	8,100	13,800	27,600	2	Undivided	7,800	14,200	20,000	25,600
Passing Lane Adjustment						Uninterrupted Flow Highway Adjustments					
Alter LOS B-D volumes in proportion to passing lane length to the highway segment length.						Lanes	Median	Exclusive left lanes	Adjustment factors		
						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
UNINTERRUPTED FLOW MULTILANE HIGHWAYS						STATE SIGNALIZED ARTERIALS					
Lanes	Median	B	C	D	E	Lanes	Median	B	C	D	E
4	Divided	26,300	41,100	52,100	59,100	2	Undivided	**	9,800	13,000	13,900
6	Divided	39,400	61,700	78,000	88,600	4	Divided	**	23,300	28,000	29,900
						6	Divided	**	36,400	42,400	45,000
ISOLATED STATE SIGNALIZED INTERSECTIONS						Non-State Signalized Roadway Adjustments					
Lanes	B	C	D	E		(Alter corresponding state volumes by the indicated percent.)					
2	**	4,700	10,400	12,300		Major City/County Roadways - 10%					
4	**	10,300	23,200	25,500		Other Signalized Roadways - 35%					
6	**	15,800	36,000	38,500		State & Non-State Signalized Roadway Adjustments					
						(Alter corresponding volume by the indicated percent.)					
BICYCLE MODE²						Divided/Undivided & Turn Lane Adjustments					
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Paved Shoulder/ Bicycle Lane	B	C	D	E		Lanes	Median	Exclusive Left Turn Lanes	Exclusive Right Turn Lanes	Adjustment Factors	
Coverage	**	**	**	7,800		2	Divided	Yes	No	+5%	
0-49%	**	**	**	14,000		2	Undivided	No	No	-20%	
50-84%	**	**	**	14,000		Multi	Undivided	Yes	No	-5%	
85-100%	**	4,200	>4,200	***		Multi	Undivided	No	No	-25%	
						-	-	-	Yes	+ 15%	
BICYCLE MODE²						BICYCLE MODE²					
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Paved Shoulder/ Bicycle Lane	B	C	D	E		Paved Shoulder/ Bicycle Lane	B	C	D	E	
Coverage	**	2,800	7,300	>7,300		Coverage	**	2,800	7,300	>7,300	
0-49%	**	2,800	7,300	>7,300		50-84%	2,200	3,400	13,100	>13,100	
50-84%	**	2,200	3,400	>13,100		85-100%	4,100	>4,100	***	***	
85-100%	**	4,100	>4,100	***		PEDESTRIAN MODE²					
						(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
						Sidewalk	B	C	D	E	
						Coverage	**	**	5,000	14,400	
						0-49%	**	**	11,300	18,800	
						50-84%	**	**	11,300	18,800	
						85-100%	**	11,400	18,800	>18,800	

¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as daily volumes, they actually represent peak hour direction conditions with applicable K and D factors applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model and Pedestrian LOS Model, respectively for the automobile/truck, bicycle, and pedestrian modes.

² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:

Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

TABLE 4

Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas¹

9/4/09

STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (>0.00 to 1.99 signalized intersections per mile)						Lanes	B	C	D	E	
Lanes	Median	B	C	D	E	4	4,000	5,500	6,770	7,300	
2	Undivided	930	1,500	1,600	***	6	6,000	8,320	10,150	11,290	
4	Divided	2,840	3,440	3,560	***	8	8,000	11,050	13,480	15,270	
6	Divided	4,370	5,200	5,360	***	10	10,000	13,960	16,930	19,250	
8	Divided	5,900	6,970	7,160	***	12	13,730	18,600	21,950	23,230	
Class II (2.00 to 4.50 signalized intersections per mile)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lanes	Ramp Metering	Oversaturated Conditions*			
2	Undivided	**	1,020	1,480	1,570	+ 1,800	+ 5%	-10% of E			
4	Divided	**	2,420	3,220	3,400						
6	Divided	**	3,790	4,880	5,150						
8	Divided	**	5,150	6,530	6,880						
Class III/IV (more than 4.50 signalized intersections per mile)						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	B	C	D	E	Lanes	Median	B	C	D	E
2	Undivided	**	500	1,150	1,440	2	Undivided	730	1,460	2,080	2,620
4	Divided	**	1,220	2,730	3,100	4	Divided	3,220	4,660	6,040	6,840
6	Divided	**	1,910	4,240	4,680	6	Divided	4,840	6,990	9,060	10,280
8	Divided	**	2,620	5,770	6,280	Uninterrupted Flow Highway Adjustments					
						Lanes	Median	Exclusive left lanes	Adjustment factors		
						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Major City/County Roadways - 10%						Paved Shoulder/ Bicycle Lane					
Other Signalized Roadways - 35%						Coverage	B	C	D	E	
						0-49%	**	310	1,180	>1,180	
						50-84%	240	360	>360	***	
						85-100%	620	>620	***	***	
State & Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Divided/Undivided & Turn Lane Adjustments						Sidewalk Coverage					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		B	C	D	E		
2	Divided	Yes	No	+5%		0-49%	**	**	480	1,390	
2	Undivided	No	No	-20%		50-84%	**	**	1,100	1,820	
Multi	Undivided	Yes	No	-5%		85-100%	**	1,100	1,820	>1,820	
Multi	Undivided	No	No	-25%		BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)					
-	-	-	Yes	+ 15%		Sidewalk Coverage	B	C	D	E	
One-Way Facility Adjustment						0-84%	>5	≥4	≥3	≥2	
Multiply the corresponding two-directional volumes in this table by 0.6.						85-100%	>4	≥3	≥2	≥1	
<p>¹ Values shown are presented as hourly two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as peak hour two-way volumes, they actually represent peak hour peak direction conditions with an applicable D factor applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.</p> <p>² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.</p> <p>³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.</p> <p>* For oversaturated conditions during peak hour, subtract 10% from the LOS E (capacity volumes). This number becomes the new maximum service volume for LOS D, and LOS E cannot be achieved.</p> <p>** Cannot be achieved using table input value defaults.</p> <p>*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.</p>											

Source:
Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

**Generalized Peak Hour Two-Way Volumes for Florida's
Areas Transitioning into Urbanized Areas OR
Areas Over 5,000 Not In Urbanized Areas¹**

TABLE 5

9/4/09

STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (>0.00 to 1.99 signalized intersections per mile)						Lanes	B	C	D	E	
Lanes	Median	B	C	D	E	4	4,000	5,410	6,460	6,920	
2	Undivided	860	1,370	1,480	***	6	6,000	8,140	9,710	10,690	
4	Divided	2,600	3,110	3,280	***	8	8,000	10,870	12,930	14,450	
6	Divided	4,020	4,710	4,950	***	10	10,000	13,690	16,200	18,120	
Class II (2.00 to 4.50 signalized intersections per mile)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lanes	Ramp Metering				
2	Undivided	**	910	1,330	1,420	+ 1,800	+ 5%				
4	Divided	**	2,200	2,910	3,080						
6	Divided	**	3,460	4,400	4,640						
Class III/IV (more than 4.50 signalized intersections per mile)						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	B	C	D	E	Lanes	Median	B	C	D	E
2	Undivided	**	460	1,040	1,300	2	Undivided	770	1,460	2,040	2,590
4	Divided	**	1,110	2,480	2,800	4	Divided	3,040	4,400	5,700	6,460
6	Divided	**	1,750	3,860	4,260	6	Divided	4,570	6,600	8,550	9,700
Non-State Signalized Roadway Adjustments (Alter corresponding volume by the indicated percent.)						Uninterrupted Flow Highway Adjustments					
Major City/County Roadways - 10%						Lanes	Median	Exclusive left lanes	Adjustment factors		
Other Signalized Roadways - 35%						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
State & Non-State Signalized Roadway Adjustments (Alter corresponding volume by the indicated percent.)						BICYCLE MODE²					
Divided/Undivided & Turn Lane Adjustments						(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Paved Shoulder/ Bicycle Lane	B	C	D	E	
2	Divided	Yes	No	+5%		Coverage	**	270	710	>710	
2	Undivided	No	No	-20%		0-49%	**	330	1,270	>1,270	
Multi	Undivided	Yes	No	-5%		50-84%	220	>400	***	***	
Multi	Undivided	No	No	-25%		85-100%	400				
-	-	-	Yes	+ 15%		PEDESTRIAN MODE²					
One-Way Facility Adjustment						(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Multiply the corresponding two-directional volumes in this table by 0.6.						Sidewalk Coverage	B	C	D	E	
						0-49%	**	**	480	1,390	
						50-84%	**	**	1,100	1,820	
						85-100%	**	1,100	1,820	>1,820	

¹ Values shown are presented as hourly two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as peak hour two-way volumes, they actually represent peak hour direction conditions with an applicable D factor applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:

Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

**Generalized Peak Hour Two-Way Volumes for Florida's
Rural Undeveloped Areas and Cities OR
Developed Areas Less Than 5,000 Population¹**

9/4/09

TABLE 6

Rural Undeveloped Areas						Cities or Rural Developed Areas Less Than 5000					
FREEWAYS						FREEWAYS					
Lanes	B	C	D	E		Lanes	B	C	D	E	
4	3,820	5,230	6,170	6,560		4	3,820	5,140	6,110	6,560	
6	5,820	7,870	9,260	10,120		6	5,640	7,690	9,170	10,120	
8	7,730	10,410	12,350	13,690		8	7,550	10,320	12,220	13,670	
Freeway Adjustments Auxiliary Lanes +1,800						Freeway Adjustments Auxiliary lanes +1,800					
UNINTERRUPTED FLOW TWO-LANE HIGHWAYS						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	B	C	D	E	Lanes	Median	B	C	D	E
2	Undivided	440	790	1,350	2,700	2	Undivided	770	1,420	2,000	2,550
Passing Lane Adjustment Alter LOS B-D volumes in proportion to passing lane length to the highway segment length.						Uninterrupted Flow Highway Adjustments					
UNINTERRUPTED FLOW MULTILANE HIGHWAYS						Lanes	Median	Exclusive left lanes	Adjustment factors		
Lanes	Median	B	C	D	E	2	Divided	Yes	+5%		
4	Divided	2,570	4,020	5,100	5,790	Multi	Undivided	Yes	-5%		
6	Divided	3,860	6,040	7,640	8,680	Multi	Undivided	No	-25%		
ISOLATED STATE SIGNALIZED INTERSECTIONS						STATE SIGNALIZED ARTERIALS					
Lanes	B	C	D	E		Lanes	Median	B	C	D	E
2	**	460	1,020	1,200		2	Undivided	**	950	1,260	1,350
4	**	1,000	2,280	2,500		4	Divided	**	2,260	2,710	2,900
6	**	1,550	3,530	3,770		6	Divided	**	3,530	4,110	4,370
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Non-State Signalized Roadway Adjustments (Alter corresponding volume by the indicated percent.) Major City/County Roadways - 10% Other Signalized Roadways - 35%					
Paved Shoulder/ Bicycle Lane						State & Non-State Signalized Roadway Adjustments (Alter corresponding volume by the indicated percent.) Divided/Undivided & Turn Lane Adjustments					
Coverage	B	C	D	E		Lanes	Median	Exclusive Left Turn Lanes	Exclusive Right Turn Lanes	Adjustment Factors	
0-49%	**	**	**	770		2	Divided	Yes	No	+5%	
50-84%	**	**	**	1,370		2	Undivided	No	No	-20%	
85-100%	**	410	>410	***		Multi	Undivided	Yes	No	-5%	
<p>¹ Values shown are presented as hourly two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as peak hour two-way volume, they actually represent peak hour direction conditions with an applicable D factor applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model and Pedestrian LOS Model, respectively for the automobile/truck, bicycle, and pedestrian modes.</p> <p>² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.</p> <p>** Cannot be achieved using table input value defaults.</p> <p>*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.</p>						BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
						Paved Shoulder/ Bicycle Lane					
Coverage	B	C	D	E		Sidewalk	Coverage	B	C	D	E
0-49%	**	270	710	>710		0-49%	**	**	480	1,390	
50-84%	220	330	1,270	>1,270		50-84%	**	**	1,100	1,820	
85-100%	400	>400	***	***		85-100%	**	1,100	1,820	>1,820	
<p>Source: Florida Department of Transportation Systems Planning Office 605 Suwannee Street, MS 19 Tallahassee, FL 32399-0450</p>											

TABLE 7

Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas¹

9/4/09

STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (>0.00 to 1.99 signalized intersections per mile)						Lanes	B	C	D	E	
Lanes	Median	B	C	D	E	2	2,200	3,020	3,720	4,020	
1	Undivided	510	820	880	***	3	3,300	4,580	5,580	6,200	
2	Divided	1,560	1,890	1,960	***	4	4,400	6,080	7,420	8,400	
3	Divided	2,400	2,860	2,940	***	5	5,500	7,680	9,320	10,580	
4	Divided	3,240	3,830	3,940	***	6	7,560	10,220	12,080	12,780	
Class II (2.00 to 4.50 signalized intersections per mile)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lanes	Ramp Metering	Oversaturated Conditions*			
1	Undivided	**	560	810	860	+ 1,000	+ 5%	-10% of E			
2	Divided	**	1,330	1,770	1,870						
3	Divided	**	2,080	2,680	2,830						
4	Divided	**	2,830	3,590	3,780						
Class III/IV (more than 4.50 signalized intersections per mile)						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	B	C	D	E	Lanes	Median	B	C	D	E
1	Undivided	**	270	630	790	1	Undivided	400	800	1,140	1,440
2	Divided	**	670	1,500	1,700	2	Divided	1,770	2,560	3,320	3,760
3	Divided	**	1,050	2,330	2,570	3	Divided	2,660	3,840	4,980	5,650
4	Divided	**	1,440	3,170	3,450	Uninterrupted Flow Highway Adjustments					
						Lanes	Median	Exclusive left lanes	Adjustment factors		
						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Major City/County Roadways - 10%						Paved Shoulder/ Bicycle Lane					
Other Signalized Roadways - 35%						Coverage	B	C	D	E	
						0-49%	**	170	650	>650	
						50-84%	130	200	>200	***	
						85-100%	340	>340	***	***	
State & Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Divided/Undivided & Turn Lane Adjustments						Sidewalk Coverage					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		B	C	D	E		
2	Divided	Yes	No	+5%		**	**	270	770		
2	Undivided	No	No	-20%		0-49%	**	100	600		
Multi	Undivided	Yes	No	-5%		50-84%	**	610	1000		
Multi	Undivided	No	No	-25%		85-100%	**	1000	>1000		
-	-	-	Yes	+ 15%		BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)					
						Sidewalk Coverage	B	C	D	E	
						0-84%	>5	≥4	≥3	≥2	
						85-100%	>4	≥3	≥2	≥1	

¹ Values shown are presented as hourly directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. To convert to annual average daily traffic volumes, these volumes must be divided by appropriate D and K factors. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* For oversaturated conditions during peak hour, subtract 10% from the LOS E (capacity volumes). This number becomes the new maximum service volume for LOS D, and LOS E cannot be achieved.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

**Generalized Peak Hour Directional Volumes for Florida's
Areas Transitioning into Urbanized Areas OR
Areas Over 5,000 Not In Urbanized Areas¹**

TABLE 8

9/4/09

STATE SIGNALIZED ARTERIALS						FREEWAYS						
Class I (>0.00 to 1.99 signalized intersections per mile)						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	2	2,200	2,980	3,560	3,800		
1	Undivided	470	750	800	***	3	3,300	4,480	5,340	5,880		
2	Divided	1,430	1,710	1,800	***	4	4,400	5,980	7,120	7,940		
3	Divided	2,210	2,590	2,720	***	5	5,500	7,520	8,920	9,960		
Class II (2.00 to 4.50 signalized intersections per mile)						Freeway Adjustments						
Lanes	Median	B	C	D	E	Auxiliary Lanes	Ramp Metering					
1	Undivided	**	500	730	780	+ 1,000	+5%					
2	Divided	**	1,210	1,600	1,690							
3	Divided	**	1,900	2,420	2,550							
Class III (more than 4.50 signalized intersections per mile)						UNINTERRUPTED FLOW HIGHWAYS						
Lanes	Median	B	C	D	E	Lanes	Median	B	C	D	E	
1	Undivided	**	250	570	710	1	Undivided	420	800	1,120	1,420	
2	Divided	**	610	1,360	1,540	2	Divided	1,670	2,420	3,130	3,550	
3	Divided	**	960	2,120	2,340	3	Divided	2,510	3,630	4,700	5,330	
						Uninterrupted Flow Highway Adjustments						
						Lanes	Median	Exclusive left lanes	Adjustment factors			
						2	Divided	Yes	+5%			
						Multi	Undivided	Yes	-5%			
						Multi	Undivided	No	-25%			
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						
Major City/County Roadways - 10%						Paved Shoulder/ Bicycle Lane						
Other Signalized Roadways - 35%						Coverage	B	C	D	E		
						0-49%	**	150	390	>390		
						50-84%	120	180	700	>700		
						85-100%	220	>220	**	**		
State & Non-State Signalized Roadway Adjustments (Alter corresponding volume by the indicated percent.)						PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						
Divided/Undivided & Turn Lane Adjustments						Sidewalk Coverage						
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors								
2	Divided	Yes	No	+5%	0-49%	**	**	270	770			
2	Undivided	No	No	-20%	50-84%	**	**	600	1,000			
Multi	Undivided	Yes	No	-5%	85-100%	**	**	610	1,000	>1,000		
Multi	Undivided	No	No	-25%								
-	-	-	Yes	+ 15%								
One-Way Facility Adjustment Multiply the corresponding volumes in this table by 1.20.												

¹ Values shown are presented as hourly directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. To convert to annual average daily traffic volumes, these volumes must be divided by appropriate D and K factors. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:

Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

**Generalized Peak Hour Directional Volumes for Florida's
Rural Undeveloped Areas and Cities OR
Developed Areas Less Than 5,000 Population¹**

TABLE 9

9/4/09

Rural Undeveloped Areas						Cities or Rural Developed Areas Less Than 5000					
FREEWAYS						FREEWAYS					
Lanes	B	C	D	E		Lanes	B	C	D	E	
2	2,100	2,880	3,400	3,600		2	2,100	2,820	3,360	3,600	
3	3,200	4,320	5,100	5,560		3	3,100	4,220	5,040	5,560	
4	4,260	5,720	6,800	7,520		4	4,160	5,680	6,720	7,520	
Freeway Adjustments Auxiliary Lanes +1,000						Freeway Adjustments Auxiliary Lanes +1,000					
UNINTERRUPTED FLOW TWO-LANE HIGHWAYS						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	B	C	D	E	Lanes	Median	B	C	D	E
1	Undivided	240	430	740	1,480	1	Undivided	420	780	1,100	1,400
Passing Lane Adjustment Alter LOS B-D volumes in proportion to passing lane length to the highway segment length.						Uninterrupted Flow Highway Adjustments					
UNINTERRUPTED FLOW MULTILANE HIGHWAYS						Lanes	Median	Exclusive left lanes	Adjustment factors		
Lanes	Median	B	C	D	E	2	Divided	Yes	+5%		
2	Divided	1,410	2,210	2,800	3,180	Multi	Undivided	Yes	-5%		
3	Divided	2,120	3,320	4,200	4,770	Multi	Undivided	No	-25%		
ISOLATED STATE SIGNALIZED INTERSECTIONS						STATE SIGNALIZED ARTERIALS					
Lanes	B	C	D	E		Lanes	Median	B	C	D	E
1	**	260	560	660		1	Undivided	**	520	690	740
2	**	560	1,260	1,380		2	Divided	**	1,240	1,490	1,590
3	**	860	1,940	2,080		3	Divided	**	1,940	2,260	2,400
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Non-State Signalized Roadway Adjustments (Alter corresponding volume by the indicated percent.) Major City/County Roadways - 10% Other Signalized Roadways - 35%					
Paved Shoulder/ Bicycle Lane						State & Non-State Signalized Roadway Adjustments (Alter corresponding volume by the indicated percent.) Divided/Undivided & Turn Lane Adjustments					
Coverage	B	C	D	E		Lanes	Median	Exclusive Left Turn Lanes	Exclusive Right Turn Lanes	Adjustment Factors	
0-49%	**	**	**	420		2	Divided	Yes	No	+5%	
50-84%	**	**	**	760		2	Undivided	No	No	-20%	
85-100%	**	230	>230	***		Multi	Undivided	Yes	No	-5%	
						Multi	Undivided	No	No	-25%	
						-	-	-	Yes	+ 15%	
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Paved Shoulder/ Bicycle Lane						Paved Shoulder/ Bicycle Lane					
Coverage	B	C	D	E		Coverage	B	C	D	E	
0-49%	**	**	150	390	>390	0-49%	**	150	390	>390	
50-84%	120	180	700	>700		50-84%	120	180	700	>700	
85-100%	210	>210	***	***		85-100%	210	>210	***	***	
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Sidewalk						Sidewalk					
Coverage	B	C	D	E		Coverage	B	C	D	E	
0-49%	**	**	270	770		0-49%	**	**	270	770	
50-84%	**	**	600	1000		50-84%	**	**	600	1000	
85-100%	**	610	1000	>1000		85-100%	**	610	1000	>1000	

¹ Values shown are presented as hourly directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. To convert to annual average daily traffic volumes, these volumes must be divided by appropriate D and K factors. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model and Pedestrian LOS Model, respectively for the automobile/truck, bicycle, and pedestrian modes.

² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:

Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

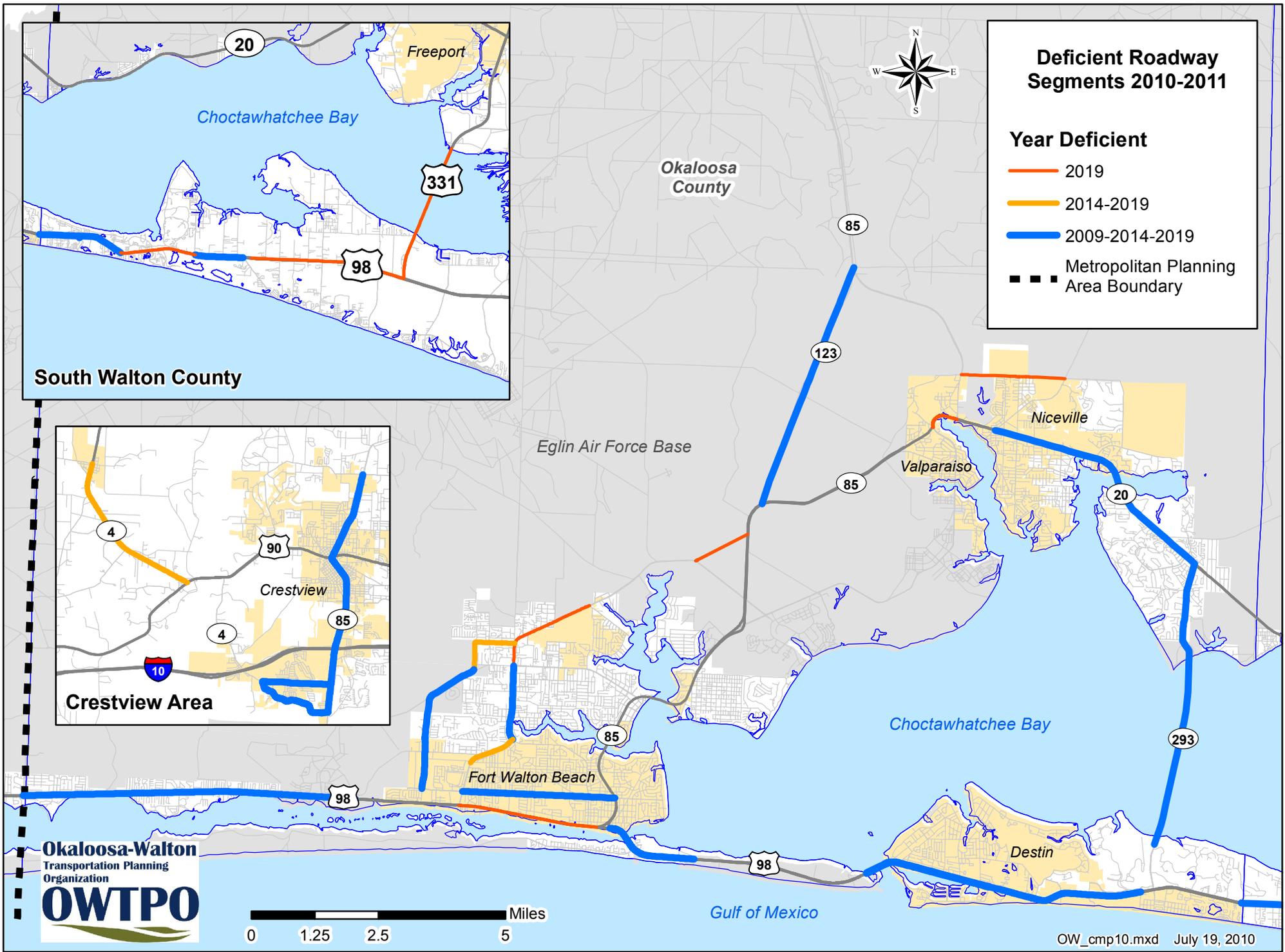
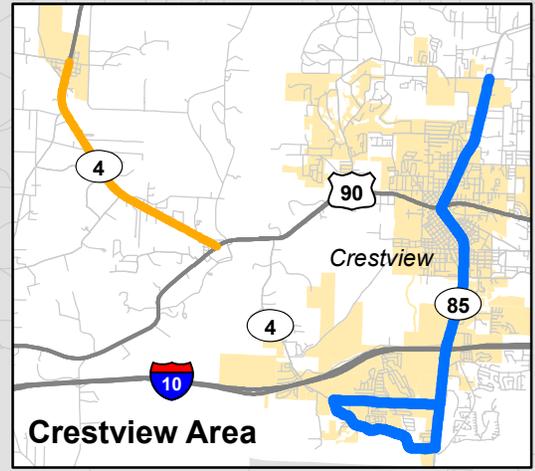
APPENDIX C

MAPS

Deficient Roadway Segments 2010-2011

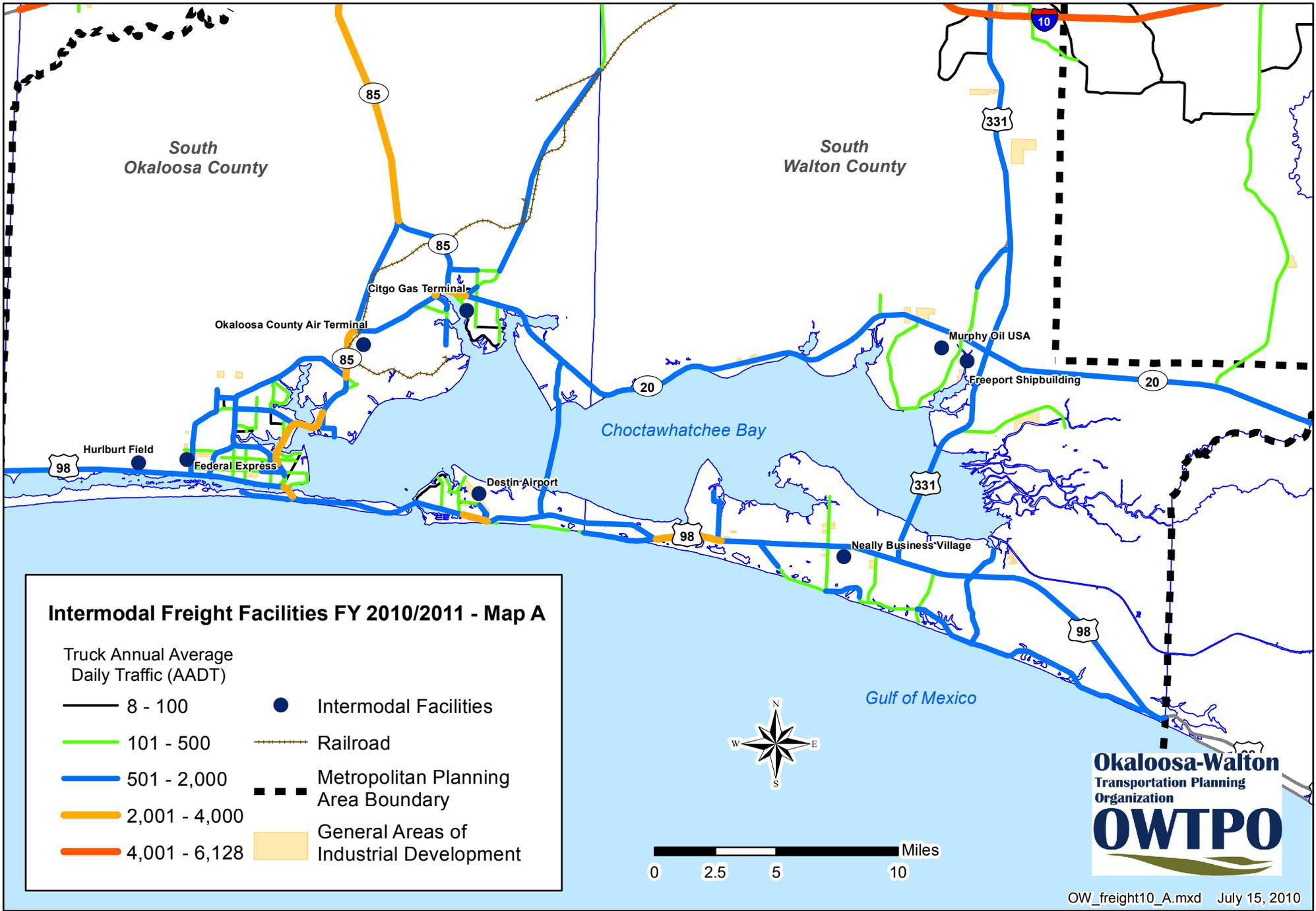
Year Deficient

- 2019
- 2014-2019
- 2009-2014-2019
- ■ ■ Metropolitan Planning Area Boundary



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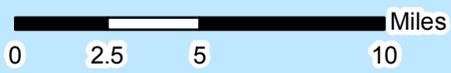


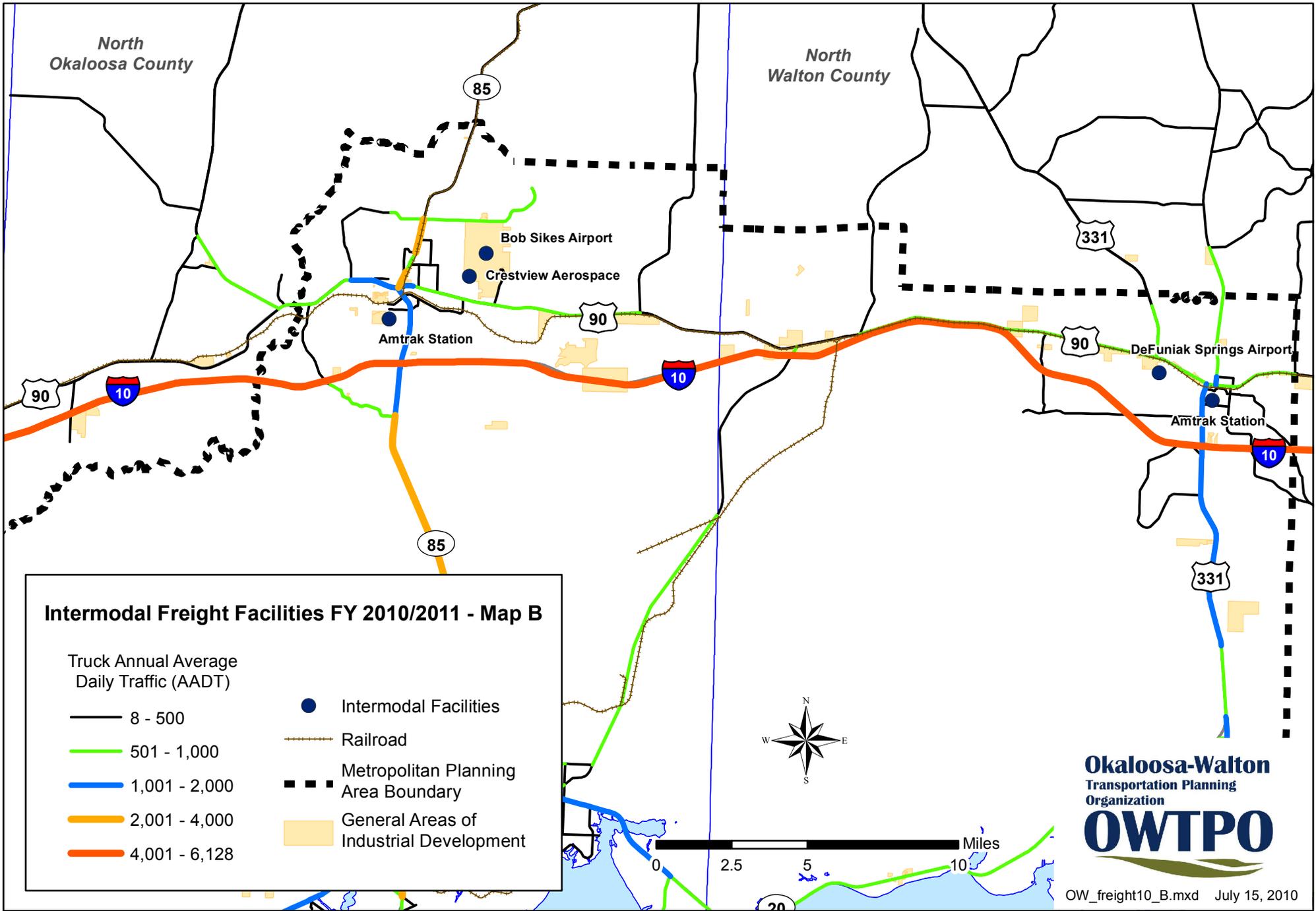
Intermodal Freight Facilities FY 2010/2011 - Map A

Truck Annual Average Daily Traffic (AADT)

- 8 - 100
- 101 - 500
- 501 - 2,000
- 2,001 - 4,000
- 4,001 - 6,128

- Intermodal Facilities
- Railroad
- Metropolitan Planning Area Boundary
- General Areas of Industrial Development





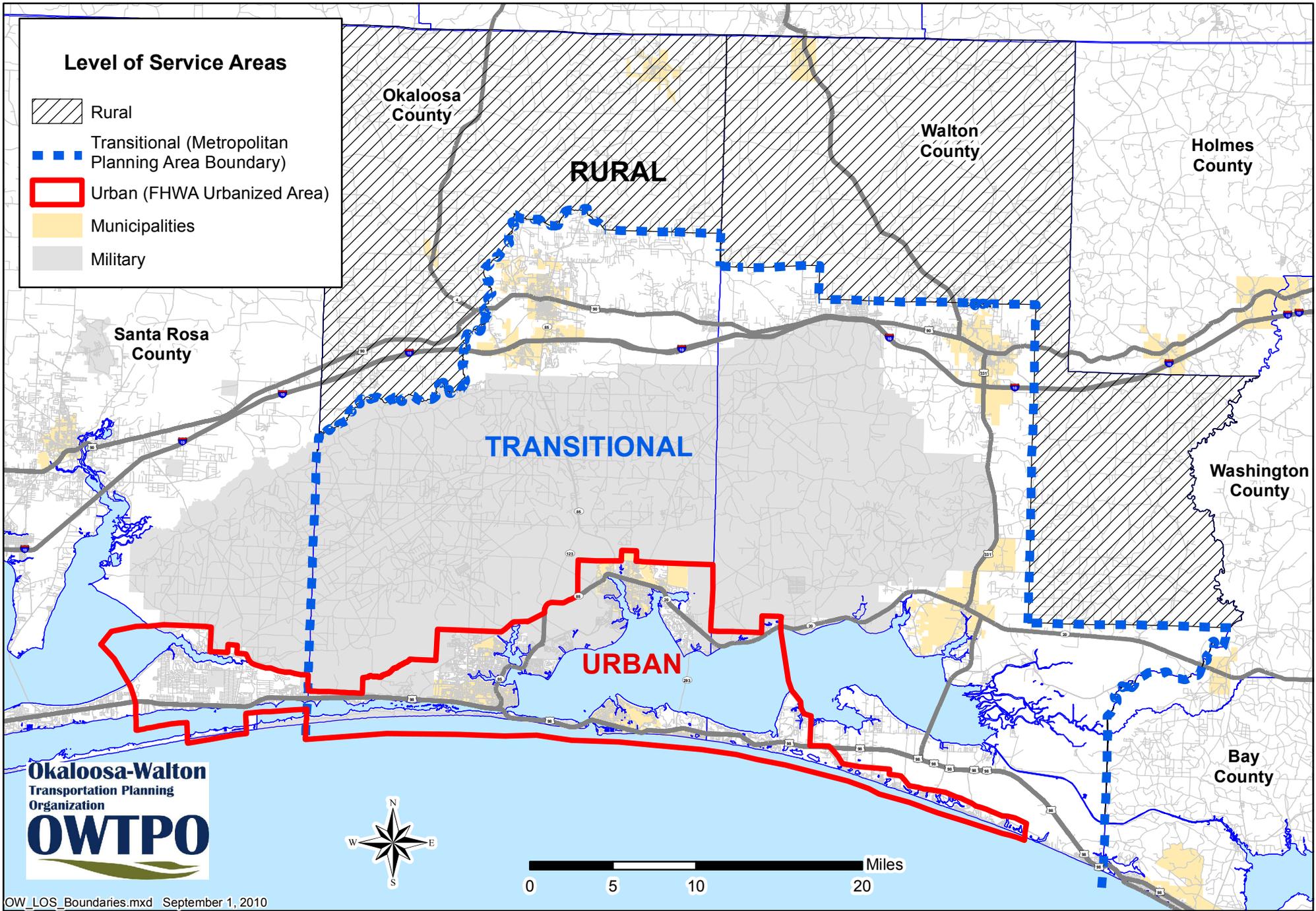
Intermodal Freight Facilities FY 2010/2011 - Map B

Truck Annual Average Daily Traffic (AADT)

- 8 - 500
- 501 - 1,000
- 1,001 - 2,000
- 2,001 - 4,000
- 4,001 - 6,128

- Intermodal Facilities
- Railroad
- Metropolitan Planning Area Boundary
- General Areas of Industrial Development

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Level of Service Areas

-  Rural
-  Transitional (Metropolitan Planning Area Boundary)
-  Urban (FHWA Urbanized Area)
-  Municipalities
-  Military

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APPENDIX D

OKALOOSA COUNTY AND WALTON COUNTY CMP ROADWAY TECHNICAL RANKINGS

Okaloosa County and Walton County CMP Roadway Technical Rankings

County	Road	From....To	Prog. Status	2009 V/C	2014 V/C	2019 V/C	Back. Constr.	Evac. Route	Intermodal Part A	Intermodal Part B	Multi-Modal Part A	Multi-Modal Part B	Prev. Priority	Total Points	Ranking
Okaloosa	SR 30 (US 98)	Gulf Shore Drive to Emerald Coast Parkway (Old US 98)	4	3	5	5	3	3	4	0	0	0	2	29	1
Okaloosa	CR 20 (Hill Avenue)	Hollywood Boulevard to Lovejoy Road	4	5	5	5	0	3	0	0	0	2	2	26	2
Okaloosa	SR 189 (Beal Parkway)	SR 393/Mary Esther Boulevard to SR 188/Racetrack Road	4	3	5	5	3	3	0	0	0	0	2	25	3
Okaloosa	SR 30 (US 98)	Eastern Leg SR 85/Florida Place to Military Boundary/Beach Park Entrance Okal. Island	4	1	3	3	3	3	4	0	0	0	2	23	4
Okaloosa	SR 30 (US 98)	East Pass Bridge (west end) to Gulf Shore Drive	4	1	1	3	3	3	4	0	0	0	2	21	5
Walton	SR 30 (US 98)	Okaloosa County Line to Old US 98 / SR 30	3	1	3	5	0	3	4	0	0	0	2	21	5
Okaloosa	P.J. Adams Parkway	CR 4 Antioch Road to SR 85 S Ferdon Boulevard	4	5	5	5	0	0	0	0	0	0	2	21	5
Okaloosa	SR 30 (US 98)	Emerald Cost Parkway (Old US 98) to Matthew Boulevard	4	1	3	3	0	3	4	0	0	0	2	20	6
Okaloosa	SR 85	Antioch Road to I-10 (SR 8)	4	3	3	5	0	3	0	0	0	0	2	20	6
Okaloosa	CR 2390	Mary Esther Boulevard to SR 85	4	1	1	3	0	3	0	0	2	2	2	18	7
Okaloosa	SR 293	Mid Bay Bridge Road South Approach to SR 20	4	1	3	3	0	3	0	0	0	2	2	18	7
Okaloosa	SR 85	I-10 (SR 8) to US 90 / SR 10	4	1	3	5	0	3	0	0	0	0	2	18	7
Walton	SR 30 (US 98)	Mack Bayou Road to CR 30A (West End)	4	1	1	3	0	3	4	0	0	0	2	18	7
Okaloosa	SR 30 (US 98)	Santa Rosa County Line to Hurlburt Field Gate	4	1	1	1	0	3	4	0	0	0	2	16	8
Okaloosa	SR 123	SR 85 to SR 85N	4	1	1	3	0	3	0	0	0	2	2	16	8
Okaloosa	SR 20	Rocky Bayou Bridge to SR 293 / White Point Road	4	1	1	3	0	3	0	0	0	2	2	16	8
Walton	SR 30 (US 98)	Old 98 / SR 30 / Gulf Pines to Mack Bayou Road	4	0	0	1	0	3	4	0	0	2	2	16	8
Walton	SR 83 (US 331 S)	SR 30 / US 98 to Choctawatchee Bay Bridge (N. Approach)	0	0	0	1	0	3	4	0	0	2	2	16	8
Okaloosa	CR 4	P.J. Adams Parkway to SR 85 S. Ferdon Boulevard	4	1	3	3	0	0	0	0	0	2	2	15	9
Okaloosa	MLK Jr. Boulevard	Lovejoy Road to Ajax Drive	4	1	3	3	0	0	0	0	0	2	2	15	9
Okaloosa	SR 20	SR 285 / Partin Drive to Rocky Bayou Bridge	4	1	1	3	0	3	0	0	0	0	2	14	10
Okaloosa	SR 30 (US 98)	SR 393 / Mary Esther Boulevard to Eastern Leg SR 85 / Florida Place	4	0	0	1	0	3	4	0	0	0	2	14	10
Okaloosa	SR 85	US 90 / SR 10 to CR 188 / Old Bethel Road	4	1	1	3	0	3	0	0	0	0	2	14	10
Walton	SR 30 (US 98)	CR 393 to US 331/SR 83	4	0	0	1	0	3	4	0	0	2	0	14	10
Okaloosa	MLKJr.Blvd/Green Acres Dr.	Hurlburt Field Road to SR 189	4	0	1	1	0	3	0	0	0	2	2	13	11
Okaloosa	SR 85 (John Sims Parkway)	Government Avenue (John Sims Parkway) to SR 85N	4	0	0	1	3	3	0	0	0	0	2	13	11
Okaloosa	SR 4	SR189 to US 90 / SR 10	4	0	1	1	0	3	0	0	0	2	2	13	11
Okaloosa	SR 189 (Lewis Turner Blvd.)	SR 188/Racetrack Road to Mooney Road	4	0	0	1	0	3	0	0	0	2	2	12	12
Okaloosa	SR 393 (Mary Esther Blvd.)	Anchors Street to SR 189 / Beal Parkway	4	0	1	1	3	0	0	0	0	0	2	11	13
Walton	SR 30 (US 98)	Okaloosa-Walton FHWA Boundary (east of CR 30 A) to CR 393	3	0	0	1	0	3	0	0	0	2	2	11	13
Okaloosa	MLK Jr. Boulevard	Ajax Drive to Hurlburt Field Road	4	1	1	3	0	0	0	0	0	0	2	11	13
Okaloosa	General Bond Road	SR 189 to SR 85	4	0	0	1	0	0	0	0	0	2	2	9	14
Okaloosa	CR 1719 (College Blvd.)	SR 85 to SR 285	4	0	0	1	0	0	0	0	0	2	2	9	14